THE LITERARY DIGEST

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TOPICS OF THE DAY

THE IRON HAND IN MEXICO

A REIGN OF TERROR in Mexico is not a thing our newspapers care to approve, and no language appears to be too strong for their denunciations of what they call the murder of Francisco Madero and Pino Suarez. Yet many can not escape the conclusion that just as the proscriptions of the Committee of Public Safety preserved to France her new-found freedom, so the "iron hand" of victorious Huerta may save Mexico from anarchy. Their attitude is not unlike that of Ambassador Wilson, who refused to participate in an official luncheon until Madero's death should be fully explained, and then issued a statement practically accepting the official version of the affair and calling attention to the new Government's strength. Few, indeed, are willing to accept President Huerta's story. Most editors believe, with the San Francisco *Chronicle*, that the "Mexican officials now in power framed up the attempt at rescue and then saw to it that in the discharge of firearms both Madero and Suarez were disposed of with neatness and dispatch."

This "foul and loathsome deed," this "plain murder," this "cold-blooded assassination," to use a few typical phrases, is treated as an affront to the civilized world and a lasting blot on Mexican history. Yet the quiet acceptance of the deed in Mexico City, the submission of rebels like Orozco, the progress of plans for pacifying the whole country, indicate, in the New Orleans *Times-Democrat's* opinion, "that the 'Man on Horseback,' fearless, relentless, not too scrupulous, moving straight to his ends by the shortest and most direct route, finally has arrived." So, while some of the advocates of American intervention in Mexico have become a little louder in their cries, the opposition to it seems even stronger and more confident. "The killing of Mexicans by Mexicans is not a cause for foreign interference," calmly observes the New York *Times*, and the Springfield *Republican* points out that "shocking" and "revolting" as the killing of President Madero was, "the event does not appear as yet to have increased the anarchy in Mexico." In fact, Washington opinion, if the New York *Tribune's* correspondent is not mistaken, leans to the belief that the possibility of intervention "is more remote than at any time in two years." The Washington *Post* sees no need for intervention, but it has a suggestion to offer for safeguarding the lives of Americans and other foreigners resident in Mexico City:

"The duty of the United States is clear. Request should be made to the Provisional President to permit a guard of American troops to be stationed in the district in which the American embassy is located. . . . The force would not be large enough to cause Mexicans to fear that it was a warlike measure, and yet would be large enough to give resistance in case of an attack. Conditions in Mexico City are so unsettled that there is no other way for the Mexican Government to give assurance of its good faith."

Discussion of the Mexican situation, then, turns from the question, "Shall we intervene?" to the query, "Shall we recognize?" "There will be no making haste to recognize a government stained with the blood of brutal murders," thinks the New York *Tribune*. "We were one of the last of nations to recognize the Republic of Portugal, and we have not yet given countenance to the Republic of China"; against such a record of deliberation, remarks the New York *World*, "the reasons urged by Ambassador Wilson in favor of quick action in Mexico will hardly prevail." Yet, as *The World* glances again at the situation, it finds itself wondering if prompt recognition would not, after all, be the best thing for everybody concerned, for "by discouraging revengeful outbreaks and reprisals it should safeguard life and property," and "by its moral effect upon the men now or soon to be in office it should check the excesses of despotism." Similar thoughts seem to have been in the mind of the writer of the Springfield *Republican's* editorial on "Our Policy in Mexico." While we should do nothing which would seem to endorse Huerta's act, nevertheless, he says:

"The Huerta-Diaz dictatorship, for the time being at least, controls the situation. As a Government it is being acknowledged in the greater portion of the country. One or two State governors, at first disposed to refuse it recognition, have now withdrawn their opposition. The leading insurrectionary chiefs in the North and the South are apparently negotiating with the new central administration. All this makes for peace and order for the time being.

"Under these circumstances, it is clearly impossible for our Government to assume toward the only government now existing in Mexico an attitude that would tend to destroy it. Morally infamous as that régime may be, if it plotted midnight assassination, it seems to be the only immediate barrier between the country and anarchy. To cause its overthrow, or to impede seriously the performance of its natural functions in dealing with foreign nations, would surely force the intervention which it is the policy of the Administration at Washington to avoid. Our Ambassador must do business with the existing Government in Mexico City, for the extraordinary conditions compel our representative to remain there and to use all his influence

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for the upholding of an authority competent to protect the lives and property of foreigners."

The true story of the death of ex-President Madero and ex-Vice-President Pino Suarez shortly after twelve on the morning of Sunday, February 23, may never be known. The ac-

HOW ABOUT RECOGNITION?

MEXICO—"Put 'er there, neighbor."

—Darling in the New York *Globe*.

counts given by President Huerta and Mr. de la Barra differ in some details. The official statement from the National Palace which was given to the press within a few hours after the event runs in part as follows:

"Madero and Pino Suarez, who had been detained at the palace at the disposition of the War Department, were taken to the penitentiary in accordance with a previous decision, as the result of which that establishment was placed yesterday afternoon under the charge of an army officer for its better security.

"When the automobiles had traversed about two-thirds of the way to the penitentiary, however, they were attacked by an armed group and the escort descended from the machines to offer resistance. Suddenly the group grew larger and the prisoners tried to escape.

"An exchange of shots then took place in which two of the attacking party were killed and two wounded. Both prisoners were killed. The automobiles were badly damaged.

"The President and his Cabinet have resolved that the affair shall be consigned to the military judicial authorities having to do with the attempts against military prisoners, such as were Madero and Pino Suarez, so that they may make a strict investigation with the direct intervention of the military Prosecutor-General. . . . . .

"The Government promises that society shall be fully satisfied as to the facts in the case. The commanders of the escort are now under arrest, and the facts above recorded have been ascertained so as to clear up this unhappy event, however incomprehensible it may be under the present sad circumstances."

This is the story which Ambassador Wilson is "disposed to accept" in the absence of other reliable information. He is certain that the deaths "were without Government approval," and says further:

"Mexican public opinion has accepted this view of the affair, and it is not at all excited. The present Government appears to be revealing marked evidence of activity, firmness, and prudence, and adhesions to it, as far as I have been able to ascertain, are general throughout the Republic, indicating the early reestablishment of peace.

"The Government, as constituted, is very friendly to the United States, and is desirous of affording effective protection to all foreigners."

So, on the one hand, with promises of agrarian and other reforms, Felix Diaz is already preparing for a regular presidential campaign against such rivals as may offer themselves, among whom rumor names Mr. De la Barra, the younger Reyes, and Francisco Vasquez Gomez. And, on the other, we are told that Diaz and Huerta are raising a standing army of 150,000 men, and will soon take the field against such rebels as refuse to yield to the new régime. Says the Provisional President, in what the newspapers call his "iron-hand" proclamation:

"I hope conciliatory measures will be sufficient for the end in view, but if, unfortunately, bad citizens, blinded by passions, continue the contest and impose obstacles on the Government by violent means, I shall not hesitate an instant in adopting stern measures for the rapid reestablishment of the public peace as the good of the fatherland demands it."

The pictures of Porfirio Diaz once more adorn the walls of public buildings in Mexico City, and back of the penitentiary is a little heap of stones to mark the spot where Francisco I. Madero, conqueror of Diaz, for a year and a half President of Mexico, fell dead. The Madero régime in Mexico is over. What is to be said of it? There appear to be two ways of regarding the dead man and his work. Some enlarge upon Madero's impractical, vacillating nature, calling him a man of good intentions and of many promises, easily imposed upon, a reformer who was the dupe of the practical politicians around him, a man totally unfit to rule, especially in a country like Mexico. Looking back over Mexico's history they see, in the words of the El Paso *Herald*, that—

"Under the military dictatorship of Porfirio Diaz the nation enjoyed much progress, considerable stability, and substantial peace for a third of a century; under Madero's 'representative democracy' it did not know progress, stability, or peace for one single day."

But, say others, as represented here by the Newark *News:*

"'Little Madero,' as he was called affectionately by his friends and sympathizers, marks the one great advance Mexico has made since the historic days of Benito Juarez.

"Of Porfirio Diaz what is there to say? What did he leave

THE REAL SUFFERER.

—Westerman in the Columbus *Ohio State Journal*.

behind except a memory of iron-handed absolutism and the suspicion of venal acquiescence to the demands of alien exploiters of his country; both flowers with deadly fragrance?

"Of Huerta and Diaz, heroes of skirmishes between mere handfuls of fighting men, what is there to expect? They an-

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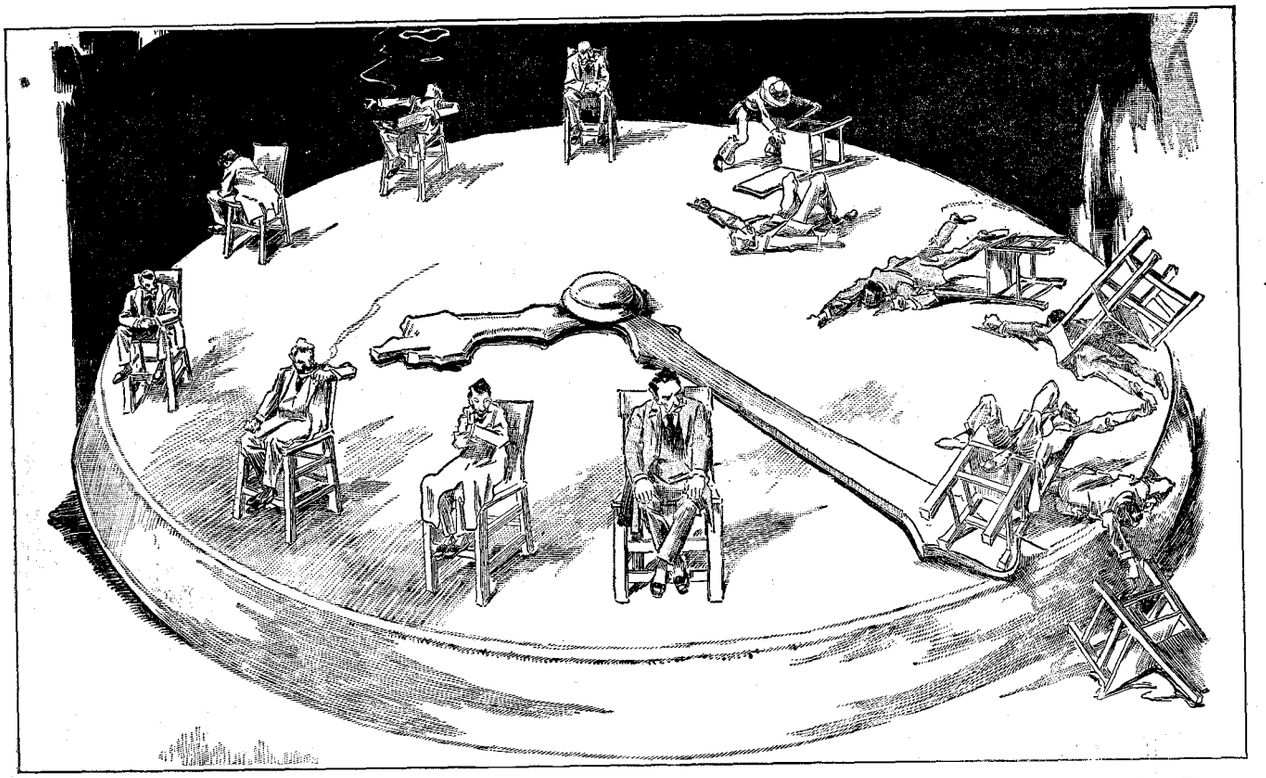

MEXICAN REVOLUTIONS—THE MAN OF THE HOUR. —Mayer in the New York *Times*.

nounce no program; they have shown no principle; their *coup d'état* carries no faint promise of patriotic endeavor or intention to participate in the progressive movement that called Madero from his wealthy ease to the turmoil of a fight for Mexico, its peons and others opprest.

"The Madero movement was the Mexican expression of the democratic tendencies that have been felt the world over. It was against peonage, against exploitation and misgovernment of the country and the people by the alliance of selfish wealth and selfish politicians.

"The murder of Madero is a sordid repetition of the time-worn story of tyranny seeking to repress the forces that make for economic, social, and political freedom. They have killed Madero, but they can not erase his name from the history of Mexico nor check the movement he headed, by which, and by which alone, their country can emerge into civilization. The semblance of peace may appear for the moment, but prolonged war against the reactionaries is inevitable."

Francisco Madero "will not have gone to his martyrdom in vain," says the New York *Tribune*, if an impulse toward real democracy has been given to his people. "Whatever his faults and weaknesses," declares the New York *Sun*, "he represented long grievances that must be righted before permanent peace can be established in Mexico." And the *Sun* concludes:

"It may be that Madero dead, and slain, after useless protests and unfulfilled promises of the gentle Huerta; it may be that this magnate, surrounded by grafters and hampered by intolerable obstacles, as he was, this dreaming, impracticable man, may yet be far more powerful for the liberation of Mexico than he was able to be living. As for the violent, reactionary impotents who fill a constitutional State of the twentieth century with the slaughter of old Turkey or a Morocco that is already a reminiscence, they are but commending the poisoned chalice to their own lips. . . . Victim of another tyranny, Madero's name may yet stand with those of Hidalgo and Morelos."

This statement of the chief events in Madero's brief career as revolutionist and ruler appears in the New York *Press:*

"March 3, 1910.—Helped organize national convention to nominate candidate to oppose Porfirio Diaz.

"June 3, 1910.—Thrown into prison by Diaz on sedition charge.

"October 8, 1910.—Escaped from prison disguised as a peon and fled to Texas.

"November 19, 1910.—Returned to Mexico and recruited troops.

"February 15, 1911.—Fights Diaz troops near Chihuahua and is seriously wounded.

"May 5, 1911.—Treats vainly with Diaz and breaks armistice.

"May 8, 1911.—Captures Juarez after three days' fight.

"May 25, 1911.—Becomes provisional President when Diaz resigns.

"June 8, 1911.—Enters Mexico City and is hailed as 'Savior of Mexico.'

"August 31, 1911.—Nominated for Presidency by progressive party.

"October 2, 1911.—Elected President of Mexican Republic.

"March 7, 1912.—Orozco proclaimed commander in chief of liberal army in city of Chihuahua and prepares to oppose Madero with 2,000 soldiers.

"February 12, 1913.—Confronted with revolution led by Col. Felix Diaz and personally leads Federal troops.

"February 18, 1913.—Thrown into prison by General Huerta, who becomes President.

"February 23, 1913.—Shot to death by Federal soldiers."

THE REAL VICTIM AND THE WEAPON. ©
—Richards in the Philadelphia *North American*.

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MEXICO'S RULER.
—W. E. May in the Cleveland *Leader*.

"ARMS AND THE MAN."
—Spang in the Montgomery *Advertiser*.

MEXICO'S PROBLEM.

THE WHITE-SLAVE DECISION

"THE MOST ADVANCED STEP yet taken by the Supreme Court in construing the powers of the Federal Government over interstate commerce" is one correspondent's description of last week's decision sustaining the Mann Act of 1910, generally known as the White Slave Law. The "teeth" of this act are in the declaration that transportation of a woman or girl in interstate or foreign commerce for immoral purposes is the crime of white slavery, and is punishable by imprisonment for not more than five years and a fine of not more than $5,000, the penalty being doubled when the girl is under eighteen. Under this law it is not necessary to prove abduction, kidnaping, or forcible detention of the white slave. As the Washington correspondents remind us, the aim of the law's opponents was to prove it unconstitutional. They argued that the thing the White Slave Law undertakes to check under the interstate-commerce clause of the Constitution is not commerce; that each of these women has a personal right to move from one State to another, and that helping them to do so can not be made unlawful by the nation without encroaching upon the police power of the State.

The particular case which served to bring the question before the Supreme Court was that of Effie Hoke of Beaumont, Texas, and Basile Economides, a New Orleans saloon-keeper, sentenced to the penitentiary for illegal transportation of women from New Orleans to Beaumont.

The Court's opinion, in which all the members concurred, was delivered by Justice McKenna, who said in part:

"Congress is given 'power to regulate commerce with foreign nations and among the several States.' The power is direct; there is no word of limitation in it, and its broad and universal scope has been so often declared as to make repetition unnecessary.

"Commerce among the States, we have said, consists of intercourse and traffic between their citizens and includes the transportation of persons and property. There may be, therefore, a movement of persons as well as of property—that is, a person may move or be moved in interstate commerce.

"And the act under consideration was drawn in view of that possibility. What the act condemns is transportation obtained or aided or transportation induced in interstate commerce for the immoral purposes mentioned. But an objection is made and urged with earnestness. . . . It is said that it is the right and privilege of a person to move between the States, and that, such being the right, another cannot be made guilty of the crime of inducing or assisting or aiding in the exercise of it, and 'that the motive or intention of the passenger, either before beginning the journey or during or after completing it, is not a matter of interstate commerce.'

"The contention confounds things important to be distinguished. It urges a right exercised in morality to sustain a right to be exercised in immorality. It is the same right which attacked the law of Congress which prohibits the carrying of obscene literature and articles designed for indecent and immoral use from one State to another. It is the same right which was excluded as an element as affecting the constitutionality of the act for the suppression of lottery traffic through national and interstate commerce. It is the right given for beneficial exercise which is attempted to be perverted to justify baneful exercise, as in the instances stated. This constitutes the supreme fallacy of the plaintiffs' error. It pervades and vitiates their contention."

Of the act's interference with the police power of the individual States, the opinion continues:

"There is unquestionably a control in the States over the morals of their citizens and it may be admitted it extends to making prostitution a crime. It is control, however, which can be exercised only within the jurisdiction of the States, but there is a domain which States can not reach and over which Congress alone has power, and if such power be exerted to control what the States can not, it is an argument for—not against—its legality. Its exertion does not encroach upon the jurisdiction of the States. The Pure Food and Drugs Act is a conspicuous example. In all instances where the right of Congress to legislate for such matters has been attacked, the clash of the national legislation with the power of the State was urged and rejected."

The right to do wrong is not a right, the Court holds. It argues:

"Of course it will be said that women are not articles of merchandise, but this does not affect the analogy of the cases; the substance of the Congressional power is the same, only the matter of its exercise must be accommodated by the differences in its objects. It is misleading to say that men and women have a right. Their rights cannot fortify or sanction their wrongs, and if they employ interstate transportation as a facility of their wrongs it may be forbidden them to the extent of the act of July 25, 1910.

"The principle established by the cases is a simple one when rid of all confusing and distracting considerations, that Congress has power over transportation 'among the several States,' that the power is complete in itself and that Congress as an incident

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to it may adopt not only means necessary but convenient to its exercise, and the means may have the quality of police regulation."

According to the New York *Sun's* Washington correspondent, lawyers see in this decision "conclusive evidence that the Supreme Court will uphold the constitutionality of other important legislation that has either been passed or is now pending," and he cites as instances the Webb Bill, which forbids the transporting of liquor from wet into dry States, and the proposed legislation to exclude from interstate commerce the products of factories and mines which do not observe an eight-hour law or conform to modern sanitary standards. Of the "far-reaching opinion," the New York *Tribune* says:

"It is of the utmost importance in its direct bearing on the fight against organized promotion of vice. The scoundrels who engage in the business of trapping women are now subject to the power of the Federal Government, and a weapon against them is forged which is likely to prove much more effective than any which the States have been able to employ.

"Scarcely less important is the bearing of the decision on the general question of State and national powers. . . . Justice McKenna's opinion, in which the whole Court concurs, is one of the most significant interpretations of the Constitution as a grant of national power adequate to developing national needs which has been made for many years. It is a blow to the 'no-man's land' and 'twilight zone' views of the division of authority, which would leave uncontrolled many evils beyond the practical jurisdiction of the State governments."

Now the States, suggests the New Orleans *Times-Democrat*, "should follow in the line of the Federal statute, and make this crime extend to all interstate cases where girls are brought from one part of a State to another for immoral purposes." Mr. Samuel H. London, a Government vice investigator, estimates that there are some 63,000 white slaves, or prostitutes who support men, in this country, and that their annual earnings make a total of $188,000,000. Already, reports Arthur B. Kellogg in the Philadelphia *North American*, the Mann Act has resulted in jailing 337 white-slave agents. We read:

"The Federal attorneys and the Federal courts have piled up a record since the law went into effect in July, 1910, of 337 convictions with sentences totaling 607 years and fines aggregating $66,605.50. One hundred and six cases were pending at the last report. There have been only 35 acquittals. A Detroit attorney has pointed out that practically no cases have been lost there in Federal courts (29 convictions), while practically none, for very similar offenses, have been won in the State court.

"In his annual report to the President, Attorney-General Wickersham asked for an increased appropriation (from $100,000 to $200,000) for the special commissioner and local white-slave officers who have been chiefly instrumental in winning these government suits. Many individuals and local sex-hygiene and similar societies are in hearty accord with the plan and look upon the Mann Act as the most effective law we have ever had in dealing with the trafficking in vice."

While the Mann Law attacks the "white slavers," the National Public Welfare Association undertakes to reclaim the slaves. At the head of this organization is Stanley W. Finch, the Government's special commissioner for the suppression of the traffic. In a statement published in the New York *World* last week, Mr. Finch says:

"Every kind of known reform was tried for years to save the victims, and everything failed. Putting the victims to work on the reform movement itself was then tried. Twenty girls have been experimented with, and this plan has been found to be successful. All of the twenty girls have stuck to the work for six months, and they were some of the worst victims—alcohol and drug victims. Every one has reformed completely.

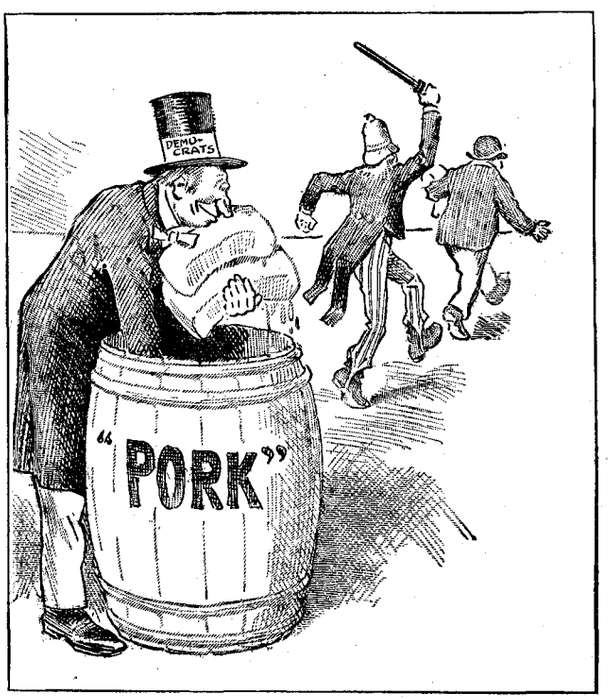
"To really enforce the law there must be a closer coordination of the Federal and State laws. This we are coming to. A majority of the States have started to work to get the laws necessary. When these States have such laws the complete suppression of the white-slave traffic will be attained.

"What we are going to do now, or, rather, what we have started, is the organization in each city of a subsidiary of the National Public Welfare Association. These subsidiary associations are composed of church societies. All denominations have entered into the work. So far, associations have been formed in 260 cities. We are going to take in 500 cities before we begin to think of stopping.

"After a girl is rescued she is given work to do to which she was accustomed before her fall. Most of the girls so far experimented with have been given clerical work to do. This work consists of tabulating each white-slave case and doing general office work. As we extend the plan some of the girls will be employed as domestics in the boarding-houses which we are establishing for the housing of the girls. . . . . .

"Every girl rescued and put to work is paid a salary of from $35 to $60 a month. This enables the girl to clothe herself and pay her board, furnished at cost.

"In addition to paying the girl's salary a friend is assigned to each girl for the purpose of giving her companionship during



IT MAKES A DIFFERENCE. —De Mar in the Philadelphia *Record* (Dem.).

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certain hours of the day. These friends are the women forming the local associations. They either go to the boarding-house where the girls live or call on the girl at her place of employment. The friends see that there is plenty of good literature and good moral pastime furnished the girl. The boarding-houses are kept supplied with good literature. The girls are afforded the opportunity of attending any church they wish.

"The system is based on honor. That is, no spies are sent after the girls. All the association asks of them is that if they feel themselves slipping they frankly tell their friends or the association so. This gives the girl confidence in herself and gives the association the opportunity of helping.

"It is expected that as the work goes on many of the girls saved will have such control of themselves that they can be graduated from the reform movement and go into the world as decent, clean beings again. The associations will find employment for the girls graduating."

PHYSICAL VALUATION OF RAILROADS

ONLY SEVEN YEARS AGO, when Senator La Follette began advocating the physical valuation of railroads as a basis for rate-making, the idea aroused fierce opposition, and was widely denounced as revolutionary. Now a bill not merely embodying this idea, but extending it to all common carriers engaged in interstate commerce, passes both houses of Congress and arouses scarcely a flutter of opposition in passing. Even among the railroad companies the measure is said to have its friends. Thus the Brooklyn *Eagle* quotes Frederick A. Delano, president of the Wabash system, as saying that an authoritative valuation would benefit the railroads, and the same attitude is credited to the heads of the Delaware & Hudson and the Chesapeake & Ohio. The Philadelphia *Record* can see "no reason why the railroads, at least here in the East, should object, except possibly on the ground of expense," to the innovation, since "there are certainly very few roads of any importance whose physical valuation, if computed fairly, would not considerably exceed the amount of their capitalization and bonded indebtedness." If this be so, the correspondents point out, the proposed inventory will benefit the railroads by exorcizing the prevalent suspicion that they are greatly over-capitalized.

The bill, according to the Washington correspondent of the New York *Tribune*, "is designed to furnish a basis recognized by the courts for the fixing of equitable freight, passenger, and public-service rates and charges," and to this end it requires that the Interstate Commerce Commission shall determine the original cost of all common carriers' property, the cost of reproduction if that property were to be built again, and the value of intangible properties such as franchises, good-will, and "going value." In a Washington dispatch to the New York *World* we read:

"Under the bill all common carriers, including railroads, telephone and telegraph companies, express companies, and pipe lines, will be subjected to a physical valuation. The work must be performed by the Interstate Commerce Commission, but full authority is given for the employment of experts. It is estimated that several million dollars will be necessary to complete the work, which may require years of time.

"It has been contended ever since Mr. La Follette began this fight for physical valuation that the facts and figures thus produced were absolutely essential to the proper and fair fixing of freight and passenger rates.

"The Interstate Commerce Commission will be in a position to determine the reasonableness of any given rate by the actual amount of money invested per mile by the common carrier. The public is expected to derive great benefit from the innovation, which is said to have worked well in Wisconsin and other States where it has been applied."

It is admitted by experts who testified before the Senate committee, says the Washington correspondent of the New York *Sun*, that the inventory will probably cost the Government from $5,000,000 to $6,000,000, and the railroads the same amount. "But if the Commission organizes its staff with a wise and broad discretion," remarks *The Wall Street Journal*, "three times this sum will be little enough to pay for removing the subject of rate regulation from the domain of political guesswork."

Noting that the idea of physical valuation has now "the support of the very men who in the first instance opposed it," the New York *World* moralizes as follows:

"Nearly every measure affecting business in the public interest has the same reception from our sagacious leaders of industry, finance, and commerce. They gladly welcome tariffs, bounties, subsidies, and privilege, no matter who gets them. They go into a panic when publicity, regulation, justice, and equality are proposed.

"We have had many so-called smart business men in the past who have been quick to take advantage of our political and economic laxity. The smart business men of the future will be those who recognize law and public rights and shape their enterprises accordingly."

Among the papers which can not see any benefit to the public in this device is the New York *Journal of Commerce*, which says in part:

"Most railroad companies were capitalized in large part before the roads were built, and for a long time the securities far exceeded the value of the physical property 'owned and used.' The funds could not have been raised and the work done otherwise. . . . In many cases there is no correspondence between cost and value, past or present, and much of the value is not physical at all, but the result of advantage, foresight, skill, and purely human factors.

"But suppose all these factors and elements and their variations and differences could be determined and set forth in order, what could be done about it so far as present and future capitalization is concerned? The actual value of any 'going concern,' whether it be a railroad, a factory, a store, or an office, depends upon what it is doing or can do, and upon what amount of capital it can yield a fair return under perfectly legitimate methods of operation and management, and not upon what its physical property has cost in the course of year , or would cost to reproduce now. Capital can not be adjusted to any 'physical valuation.' and kept there. . . . We do not see any use or advantage in the complex and costly valuation performance."

WHY THE STOCK EXCHANGE FIGHTS INCORPORATION

FOES of "the corporations" may be gratified to learn that the Stock Exchange, which knows these creatures best, objects violently to becoming one. Of Governor Sulzer's twelve bills for reforming and regulating the New York Stock Exchange, that providing for incorporation seems to have aroused the fiercest antagonism in Wall Street. This bill is denounced by James B. Mabon, President of the Stock Exchange, as a "monstrous injustice," ridiculed by the New York *Journal of Commerce* as "the offspring of ignorance," and derided by *The Tribune* as "law-making gone crazy." There are other New York papers, however, which profess themselves at a loss to understand the Stock Exchange's violent objection to being incorporated. "Instead of fighting an inevitable reform," remarks *The Evening Mail*, "it might better take the lead in asking for incorporation and governmental inspection." This paper continues:

"Aside from the coarse suggestion that the Stock Exchange is in many respects a common gambling house, and that its unrestrained operation results in much crime and destitution, it is no exaggeration to say that it is an auction house for bonds, stocks, and other securities.

"The records show that in this one auction room the yearly transactions in stocks alone have amounted—counting the average price of stocks at $50 a share—to more than $16,000,000,000.

"Every other auction establishment in this city is subject to the most minute public regulation and inspection.

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"Instead of fighting an inevitable reform, the New York Stock Exchange might better take the lead in asking for incorporation and governmental inspection."

President Mabon, of the Stock Exchange, appears to be chiefly alarmed at the powers the new legislation will confer upon his organization, and actually intimates that the Exchange is not to be trusted with them. He attacks the bill on the ground that it "would confer upon the Exchange very broad and very dangerous powers," would impair the power of discipline now lodged with the Exchange's governors, and would disregard the contract right of minorities. In a statement given to the press, Mr. Mabon, after pointing out that the bill, in its present form, empowers an incorporated exchange to borrow and reloan money, to loan money to its members, to establish branches, and to provide for the safe-keeping of earnest monies and securities, goes on to say:

"But the New York Stock Exchange does not engage in the business of borrowing or loaning money . . . . . .

"The proposed bill would confer upon the Exchange very broad and very dangerous powers, which it does not now exercise or attempt to exercise, and which are totally unnecessary to the discharge of its functions; it would confer upon the Exchange general banking powers, and it seemingly contemplates that the Stock Exchange will borrow from the banks in order to finance its members. The dangers that would result from the exercise of such powers, and the abuses to which such exercise might be subject, are patent to all."

Of the impairment of discipline under the proposed law, he adds:

"The bill leaves the duty of preventing the abuse of the facilities of the Exchange exactly where it rests now, *i.e.*, in the hands of its members; but instead of leaving the governors free, as they are to-day, to expel any member who has been guilty of fraud or fraudulent practises or conduct contrary to just and equitable principles of trade, it limits their power effectually to perform this duty by requiring the consent of a Superintendent of Banks to any by-law that they might adopt. The powers of discipline are thus very seriously impaired."

But the worst feature of the bill, he argues, is "the method by which it is proposed to force incorporation upon the Stock Exchange":

"The fact is recognized that the State has no power to require the members of the Exchange to become members of a corporation, or by an enactment to transfer their interest therein to a corporation. The difficulty that this fact presents is dealt with by providing that a majority of the members of an unincorporated exchange may, by accepting incorporation, bind the entire membership to such acceptance, and that thereupon the property of the association shall be vested in the corporation formed under the act by the majority; that on and after September 1 it shall be a misdemeanor for any unincorporated association to provide an exchange room for the use of its members, and makes it a misdemeanor for any member of such an association to buy or sell securities in its exchange room, or otherwise to make use of its facilities. . . . . .

"In other words, the bill undertakes to authorize the majority of the members of an unincorporated association to dispose of its property regardless of the terms of contract between the members, and to coerce the minority into becoming members of a corporation under penalty of being deprived of their interest in the common property; it undertakes to coerce the majority into accepting incorporation by the simple method of declaring that the members of the association must either close their exchange, assent to incorporation, or be treated as criminals.

"The legal aspects of this method of forcing incorporation upon an unincorporated association are matters to be dealt with in briefs and legal arguments. The most striking thing about it is its monstrous injustice, its disregard of the contract right of minorities, and its use of the criminal law for the purpose of coercing men to consent to do what the State can not by direct enactment require them to do."

The Tribune, which predicts that "if this grotesque bill passes, the courts will probably make short work of it," has this to say of its alleged incongruities:

"The State has no authority to order the members of the Exchange to incorporate. So it is proposed to make it a crime for members of an association to sell securities in a room unless the association is incorporated. It wouldn't be a crime to sell them in a street. But it would be a crime to sell them in a room. Others than members of an association might sell securities in a room without being incorporated and without incurring the risk of going to jail.

"Under the bill the selling of stocks is legal. Forming an association of a voluntary character is legal. The selling of stocks by a voluntary association is legal. The selling of stocks in a room is legal. But the selling of stocks by a voluntary association in a room is illegal. This is trifling with the State's power to define and punish crime."

TOPICS IN BRIEF

THE Mexican part of the Pan-American union seems to be a frying-pan.—*Kansas City Star.*

SOUTHWESTERN railroads see no objection to mobilization on the Mexican border.—*Wall Street Journal.*

THE sure way to reform our prisons is to fill them full of enterprising business men.—*Brooklyn Eagle.*

WHY not give every eligible person in Mexico a week as provisional president?—*Wall Street Journal.*

JAMES A. PATTEN paid a fine of $4,000 for cornering the cotton market. That won't go far toward reimbursing the men he squeezed.—*Detroit News.*

AND just think what a racket there will be when the Daughters of the Mexican Revolution begin to hold conventions!—*Jacksonville (Florida) Times-Union.*

"HOUSE Close to Police Station Is Robbed," says a headline. People will take these chances. Why don't they move farther away?—*Philadelphia North American.*

AN Ohio suffragette wore a ball and chain in the Washington parade as a symbol of bondage. What's the matter with a hobble-skirt?—*Springfield Republican.*

A REFRESHMENT pavilion in the Kew Gardens has been burned by the English suffragettes. This is a British imitation of the Boston tea-party.—*New York Morning Telegraph.*

AN Englishman has paid $1,250 for a letter of George Washington's, but this is not high when we recall that the signatures of some other revolutionary Americans cost England half a continent.—*Philadelphia North American.*

WOULD Mr. Carnegie care to establish a pension fund for ex-presidents of Mexico?—*Brooklyn Eagle.*

WHY not an international arrangement to open up Mexico to the militant suffragettes?—*Wall Street Journal.*

ONE of the chief political assets in Mexico is a knowledge of just when to flop to the other side.—*Detroit Free Press.*

MEXICO at least is entitled to the distinction of being a republic in which politicians sometimes do resign.—*St. Paul Pioneer Press.*

WE shall have to be excused if we do not celebrate with enthusiasm the tercentenary of the discovery of logarithms.—*Birmingham Age-Herald.*

TRADING HATS.
—Fox in the Chicago *Post.*

IT looks as if the cheapest and most satisfactory form of intervention in Mexico would be to hire Uncle Porfirio to come back.—*Columbus (Ohio) State Journal.*

IF North Dakota wants an anticigaret law it should apply to Minnesota. We have a perfectly good one that is only four years old and has never been used.—*St. Paul Pioneer Press.*

GLANCING at the respective proportions of Mr. Taft and Mr. Wilson, one doesn't wonder that Mr. Wilson has decided to retain Mr. Taft's White-House cooks.—*Kansas City Times.*

IN turning down the immigration bill, the House has adopted the principle that if the immigrants can furnish the muscle and health this country will furnish the education.—*Wall Street Journal.*

SPEAKING about honor among the noble red men, there's Jim Thorpe, such a stickler that he called playing on a Winston-Salem team in the North Carolina bushes professional baseball.—*Washington Post.*

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FOREIGN COMMENT

EUROPE URGING US TO INVADE MEXICO

MILLIONS of foreign money have been invested in Mexican enterprises, and in these days of facile international communication and wide commercial activities, an upheaval like that of the Mexican revolution is very much like an earthquake whose vibrations are felt over the civilized world. Berlin and Hamburg feel the shock to their banks and exchanges, and the same is the case with London and Liverpool. The Mexicans are troubling a large part of Europe, and troubling them in that tender spot, the pocket. Who is to put a stop to this disturbance? German papers such as the *Vossische Zeitung* (Berlin) think that "the United States must now intervene and put in action the forces so promptly gathered to the land and sea borders of Mexico." The English Government should urge the Government at Washington to intervene in Mexico, in the interest of the British capital invested there, which the Monroe Doctrine forbids England to protect on the spot, agrees the London *Daily Express*. An expeditionary force of 9,000 men, however, would be "a pill for an earthquake," continues this paper. Such a venture will need 100,000 men, Nor must the expenditure of our blood and money to rescue British investments be delayed. To quote the words of this paper:

"Further delay means ruin for all legitimate enterprise in Mexico, and the large amount of British capital invested in Mexico gives this country the right to urge action on the American Government with all the force of friendly suasion.

"The United States has assumed paternal responsibility for the whole of the Western Hemisphere, resenting any outside interference in the affairs of any part of the territory covered by the Monroe Doctrine. They must accept responsibility for the maintenance of civilization within the compass of their claim. This is no time for dalliance or sentiment. America has been in Mexico before this, and must go there again at once, but nine thousand men will not do it, and the sooner the extent and necessity is recognized the less chance there is of a very costly disaster for America."

The London *Pall Mall Gazette* also advocates intervention with the prospect of an eventual inrush of Americans to leaven the population of Mexico, and we read:

"Mexico has not yet received that steadying influx of Europeans which has made the greater republics of South America. The natural wealth of the country and its proximity to the Western States of the Union, however, make it a matter of world-wide importance that some decent form of civilized government should be established.

"The Government of the United States is averse to intervention, probably leading to annexation, but the patience of the American people is necessarily limited in this matter, and American financial interests are great and clamorous.

"If it should be determined to send forward the troops now assembled in Galveston, we do not see how the most strenuous supporter of the Monroe Doctrine could find legitimate ground for objection; certainly, not those who hold that the assertion of that doctrine carries with it a corresponding obligation to maintain a decent standard of law and order in the States to which it applied."

The London *Westminster Gazette* believes that intervention must eventually come, and that a large party in Mexico itself may be raised up to hail and support it. Yet there are difficulties in the proposed task for the United States:

"We can well believe that President Taft is sincere when he says he sees no cause for intervention in the 'deplorable occurrence of Señor Madero's death.' The conquest of Mexico and its annexation by the United States would be a task of great difficulty, and when achieved would complicate the politics of the United States with new and very perplexing racial problems, but Mexico can not drift back into the welter of pre-Diaz politics without eventually bringing her great neighbor upon the scene, and it is not perhaps altogether impossible that a strong party would grow up in Mexico itself which would prefer this solution to interminable disorder."

The people of Mexico will have themselves to blame if they fall into the hands of a foreign government bent on expansion and anxious to consolidate with the American Empire South America from Panama to the borders of Arizona, New Mexico, and Texas. This bold speculation is thus stated:

"It is well to bear in mind that the United States Army has been in Mexico City and that a repetition of that piece of history is by no means impossible if Mexico can not set her own house in order within the next few years. With the great new interest that the American people will shortly have in the Isthmus of Panama nothing is more likely than a change of opinion on their part about Central American politics.

"It needs very little thought to see how easily, in the new circumstances, the idea of consolidation may take the place of the idea of non-intervention, and how fatally a continuance of disorder in Mexico might play into hands of an ambitious government.

"The people of Mexico have it in their own power to say whether this danger is near or remote."

The London *Morning Post* commends President Taft for his caution in avoiding intervention at present, and thus states the difficulties attending such an aggressive course:

"If the United States is now compelled to intervene in Mexico it will have no light task. The Mexican Army is negligible, and the United States would have as little difficulty reaching the City of Mexico as Scott did, but that would not be the end of the campaign.

"Torn by dissensions as the Mexicans are, they would be united the moment they were in danger from a foreign foe, and there is no foreign foe Mexicans detest so deeply as the American.

"It would be war in its most savage form, that might and probably would continue ten years; that would cost the United States enormously in lives and money; that would make all the world poorer, for millions of British, French, and German capital would be rendered non-productive during the continuance of the war or swept away entirely by the destruction to property, and it would be years before the loss could be repaired."

Intervention, declares the Birmingham *Post*, would bring with it "the serious risk of America's action being misunderstood and resented in Europe." "The United States will not tolerate the interference of European nations in the control of the southern republics," remarks the Leeds *Mercury*, "and it is only right she should herself act when matters reach such a pass as now prevails in Mexico." But the Manchester *Courier* gives a good non-intervention argument when it remarks: "The Americans would not gain by such an act."

ADRIANOPLE—The eyes of the civilized world are at present fixt on Adrianople, which is an ancient city built on the site of a Thracian town by the Emperor Hadrian early in the second century of our era. It was here that Constantine defeated his rival Licinius in 323. In 1205 the Crusader and Emperor, Baldwin, was defeated and subsequently put to death by the Bulgarian Czar Kaloyan, but the Mohammedans, under Murad II, took the city by storm in 1361, and it eventually became the Turkish capital until the fall of Constantinople in 1453. The place is interesting from its situation as well as for its history, and the following informing description is given of it in *The Orient* (Constantinople):

"It makes a fine appearance from a distance and contains some very good mosques, an ancient tower used for the town clock, a Greek cathedral, and several other churches. The Mosque of

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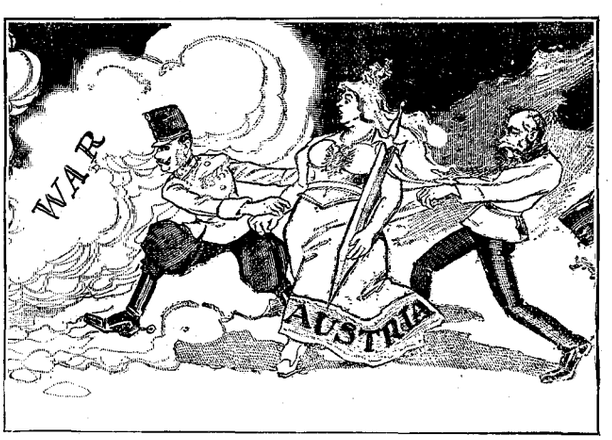
Sultan Selim II is a very fine one, with four minarets, in an elevated part of the town. The Utch Sherifeli mosque also has four minarets, each of a different pattern. Other fine mosques are those of Murad I, Yilderim Bayazid, and Murad IV. A great fire in 1905 burned down the greater part of the northeastern quarter of the city, most of which has but newly been rebuilt, on a much more spacious plan. The great colonnaded Ali Pasha bazaars are the pride of the inhabitants. The inhabitants are classified by the Ottoman statistics as follows: Turks, 40,437; Greeks and Bulgarians, 23,342; Jews, 15,416; Armenians, 3,290; Catholics, 500; total, 83,000. For many years the city has had a very large garrison, varying from 40,000 to 80,000 soldiers, as being the nearest important city to the Bulgarian frontier. It was here that in 1829 the Russians, having captured the city, made a treaty with the Turks and gave them back the town unharmed. It was here that in 1878 the armistice was signed that closed the Russo-Turkish campaign of that year. It was near here that Rev. W. W. Meriam of the American Board was murdered by robbers in 1862.

"Adrianople, called by the Turks Edirné, is the center of a fertile and productive region watered by the turbulent Maritza River, with its tributaries the Toundja and Adra. It exported considerable raw silk, opium, attar of roses, and wines. After the war of 1878 it lost to other cities much of its commerce."

AUSTRIA AS POLAND'S HOPE

POLAND'S INDEPENDENCE is necessary for the equilibrium of Europe, according to the Paris *Croix*. This revived independence would benefit the present situation, it is calculated, by giving Austria a reinforcement against Russian interference in the Balkans, and Austria is suspected by the Russian press of intriguing with Russian Poland. She has for this purpose formed a sort of sympathetic alliance by the marriage of daughters of the highest Austrian aristocracy with Polish princes. As Austria naturally desires the cooperation of the generous-hearted and courageous Poles against Russia, so would it seem, says the *Croix*, as if it would be for the advantage of Poland to yield such cooperation as a means of eventual liberation from the yoke of Russia and Germany. For if Austria wants aid against the Empire of the Czar, Poland's dream, since the fall of Kosciusko, has been of national freedom and a restored kingdom, to whom is she to look for help but to Austria? As the *Croix* says:

"Shall Poland look to Russia? Russia certainly could free her by merely declaring officially, 'I guarantee the constitutional autonomy of Poland, to which a viceroy shall be appointed,'

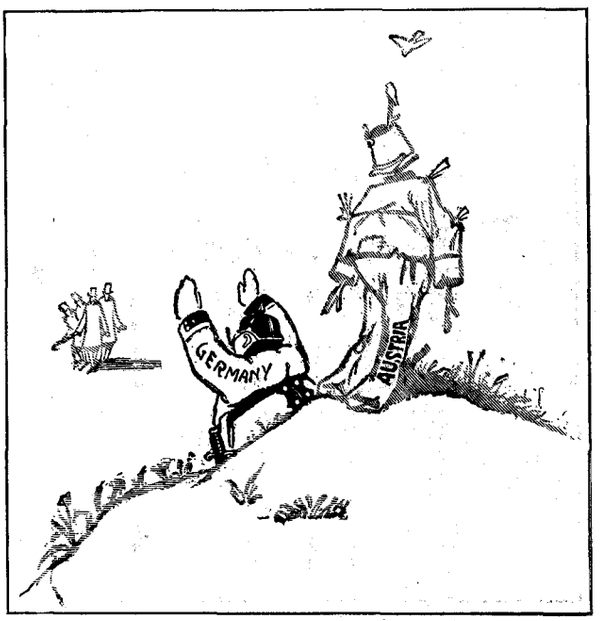


A CARTOON FROM RUSSIAN POLAND.

THE EMPEROR—"For Heaven's sake, not so fast!"
HEIR PRESUMPTIVE—"She must dance. She has quicksilver in her heels!" —*Marcholt* (Warsaw).

and Austria would be checkmated, for without the sympathy and help of the Poles a war of Austria against Russia, which Vienna looks for as a Servian complication, would be totally impossible."

Austria is Poland's only hope, continues this writer. Russia has broken all her treaties in laying upon Poland "the most abominable yoke of servitude ever imposed by one nation upon another." "Russia has carried out in Poland the apostolate of the knout." But what of Germany? The Government at



A PIECE OF RUSSIAN SATIRE ON AUSTRIA.

GERMANY.—"Don't come near him, he is awfully mad now!" —*Novoye Vremya* (St. Petersburg).

Berlin, we are told, "has harassed the Poles even in their homes, those homes of which to-day Germany threatens to deprive them." How different is the conduct of Austria. "Austria, less barbarous, in her decree of 1866, made for her Polish subjects a place in her constitution as in her social life,—a large, fine, and honorable place." "Every one knows what an important rôle in Vienna politics is played by the Polish Club." "What is not so well known is the effect upon the present Oriental crisis produced by such different ways of treating Poland."

It is evident from the Russian press that the Government of the Czar is becoming alarmed at the prospects of this new coalition as heightened by the union of Polish and Austrian families and the pro-Polish tastes of the Austrian heir presumptive which seem to emphasize it. Thus, in commenting on the recent marriage of the daughter of the Austrian Archduke Karl-Stephan to the Polish Prince Algierd Czartoryski the *Novoye Vremya* (St. Petersburg) remarks:

"The news is very significant. If it were a single case of such a marriage, hardly any one would pay any attention to it. But the Polish and Austrian press in general speak of it with good reason as a political event. This is not the first daughter of Archduke Karl-Stephan to marry a representative of the highest Polish nobility. Three years ago the elder sister of Archduchess Mathilde, Duchess Renata, married the Polish Prince Radziwill. The desire of the Austrian imperial family to enter into closer relations with the representatives of once ruling dynasties of Poland and Lithuania is more than obvious. Polish public opinion has a right to draw corresponding conclusions from it, and the idea about the reestablishment of Poland by Austria in her former historical boundaries gains, owing to these marriages, some ground in the ranks of Polish gentry and clergy as well as in the great masses of the people.

"Besides looking to the Archduke Karl-Stephan and Archduke Frederick, who have always encouraged the Polish political dreams, the eyes of the Polish dreamers are turned to the very heir to the Austro-Hungarian throne, Archduke Franz-Ferdinand. The Polish press have always emphasized the fact that the educator of the heir was the Polish Count Wodwicki, a great Polish patriot."

This policy regards Galicia and the rest of Austrian Poland

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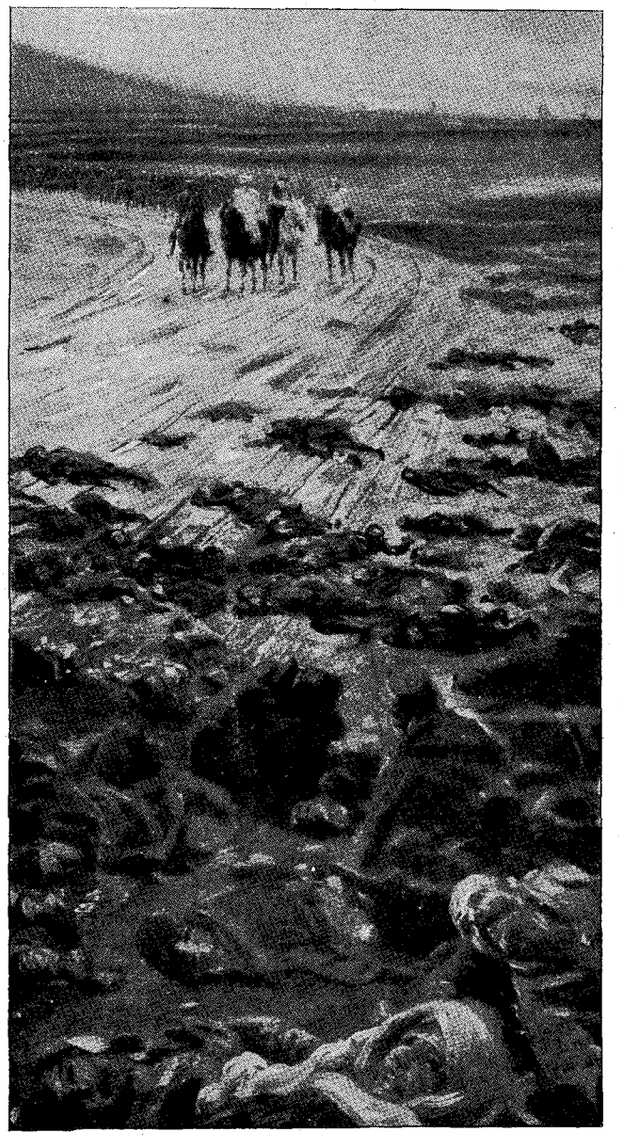
as merely standpoints for an advance upon Russia, and as Rumania has been won over to favor Vienna, so may these Russian outposts also be won. To quote further from the *Novoye Vremya:*

"The annexation of the lands of the former Latin Empire in the Balkans as well as the Western Russian provinces, which were a part of the Polish Kingdom, is the ultimate aim of Austro-Slavism. This gives a key to the understanding of the contemporary Austrian imperialistic policy."



PATH OF THE FOUR BALKAN KINGS.

—*L'Illustration* (Paris).

These speculations seem to be supported by the fact that Austria has already alienated the Russian population of Galicia from Russia and has induced the province to change its name from Little Russia to Ukraine. The southwest provinces of Russia are her weakest point, and Austrian intrigue has taken advantage of this by marrying her archduchesses, not to Polish princes who live on the Austrian side of the frontier, but to those whose enormous estates lie within Russian territory, and comprize large sections of these provinces. Finally:

"The marriage of the second Polish aristocrat to an Austrian Archduchess and the imperial rescript about the opening of an Ukraine University in Lemberg are two more links in the chain of shrewd experiments."—*Translation made for* THE LITERARY DIGEST.

NORTH AMERICAN CULTURE IN SOUTH AMERICA

THE INTELLECTUAL, social, and political ideals of the United States are rapidly supplanting the old Spanish ideals in Latin America, writes Professor Vicente Gay of Valladolid in *España Moderna* (Madrid). Cervantes is being replaced by Mark Twain and Mariana by Prescott. For some time, this writer complains, the North Americans have tried to establish what they call "exchange professors," so as to bring the influence of their own universities to bear upon the Spanish universities of the South. The "Yankee," he says, aspires to dominate intellectually the Spanish-American republic, and altogether to supersede the predominance of old Spain. Even the difference of language is no barrier to the rising tide of Americanism which overspreads Brazil, Chile, and even Argentina, not to speak of Central America. How this carrier is nullified the Professor tells us in the following words:

"If we consider the character of the educated classes we shall perceive that the difference of tongue is a minor obstacle, for every educated person should understand French, English, German, and Italian. If such classes wish to desseminate a particular type of culture, language is, therefore, no obstacle to the work. . . . Thus the educated people of South America transmit to all the more ignorant classes all the elements of culture derived from the North American Confederation."

Dr. Gay thinks that this state of things is a source of weakness to Latin America. He says that "Spaniards must fight against the efforts made by the Yankees to conquer intellectually the Spanish-American people." "Spaniards must labor to weld more closely the spiritual ties which bind Spain to her compatriots of the west." He advises the South Americans to adopt the tactics of the Anglo-Saxon North Americans, and establish an exchange of professors with Valladolid and Madrid. He would also have them encourage the study of Spanish literature of the old school and to support the *Liga Cervantina*, or Cervantes Society, which is "to publish a program of Spanish-American culture, with a view of showing Spaniards and Spanish America the history and the characteristics of the Iberian race in its various types."

Professor Gay is aware that efforts are already being made in this direction in Spain and the educational centers of South America, especially by a brother professor of Valladolid, Dr. Altimora, whom he quotes as uttering the following earnest words on the protection and conservation of the Latin element in Spanish America:

"If all the forces that could be brought to cooperate in this work, if the state, the professors of learning, the young men of the country, and the press were to do their duty enthusiastically, with sincerity of intention, with determined will, Spain would easily fulfil in America the mission imposed upon her by history, the ties of blood, and her own culture. Otherwise South America may as well bid farewell to Spain. The worst of it is that we are inclined to veil our apathy and our indolence under the mark of rhetorical speeches, offered at official banquets, which are utterly useless and destitute of influence."

But, says Professor Gay, the most powerful instrument that can be used in resisting the intellectual domination of the United States is the Spanish literature. What this literature is should be made known as widely as possible in Latin America. For this purpose it is necessary to keep Spanish-Americans in touch with the current intellectual movement in Spain. This must be done largely by publishing and diffusing abroad catalogs of the most recent works in the Castilian tongue, as an offset to the crowds of publishers' lists which flood the country from Chicago, Boston, and New York.—*Translation made for* THE LITERARY DIGEST.

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THE CASE FOR RUMANIA

RUMANIA'S CLAIM to a slice of Bulgaria's territory is not simply a case of blackmail, if we are to believe several important French and English reviews. Rumania is not "holding up" Bulgaria in cold blood and demanding land or war. Dispatches say the dispute will be arbitrated, and in arbitration Rumania must make out some sort of a case, of course, or be laughed out of court. Well, we read in these reviews that Rumania has a grievance of long standing and is the robbed rather than the robber. What she demands now was promised her long ago. The Congress of Berlin, it seems, took from Rumania the rich province of Bessarabia and passed it over to Russia, and gave her part of the district of Dobrudja. Russia promised to give her all of the Dobrudja, but never did so. Some of it is held by Bulgaria, and all Rumania now asks is a few square miles to rectify her frontier. Russia is charged with ingratitude toward Rumania for the important part the Rumanian army played in securing Russia's triumph in the Turko-Russian War, and we read in the *Correspondant* (Paris):

"Need we recall the circumstance that in 1877, when Russia declared war on Turkey, she at first despised the Rumanian offers of military help, but subsequently felt the most urgent need of it, and, indeed, Rumanian troops won for her the battle of Plevna? As a reward for this heroism and sacrifice of life-blood, Rumania, in spite of many protestations, was despoiled by Russia of rich Bessarabia, actually a Rumanian province, and received in exchange a section of the Dobrudja, then poor and sterile, with a frontier badly defined, which was never accepted by Rumania as a final settlement. . . . When Russia took Bessarabia from her, she was promised the whole of the Dobrudja, and together with it, the cities of Silistria, Rustuk, Varna, and Shumla—in fact, a strategic quadrilateral, such as was ceded to her by the Treaty of Berlin [1878]."

Rumania's claims are also defended at some length by Herbert Vivian in the London *Fortnightly Review*. Mr. Vivian is an accomplished journalist and traveller, who has served as foreign correspondent of such papers as the London *Morning Post* and *Daily Express*, and speaks of that which he knows. He has a high opinion of the Rumanians, but despises the Bulgarians. It was to prevent the mobilization of Rumanian troops on the frontier that "the Bulgarian Government, as recently as September 3 last, volunteered formal assurances to Rumania that there would be no war," and "the Porte has, on four different occasions, proposed an alliance with Rumania against Bulgaria." "Rumania always refused, for she knew that a settlement of Balkan problems could not be long delayed and that her frontier must then be rectified." Mr. Vivian adds that "Bulgaria also knew this very well, tho now she pretends to be surprized and her jackals jabber about 'blackmail'."

After giving an account of the Rumanians as the most peaceful of the Balkan peoples, the richest and most cultivated, this writer tells us that they have never, like the Greeks and the Allies, come "under direct Turkish domination." They have made "treaties excluding Turkish traders and forbidding the erection of mosques. To this day there is not a single mosque in the whole kingdom." Mr. Vivian says:

"It would be idle to deny the importance of the part which Rumania is destined to play in the councils of Europe. Her foreign trade amounts to £40,000,000 a year, her budget to £20,000,000, with a surplus of £4,500,000 last year. Her admirable Army consists of 105,000 men on a peace, and 400,000 on a war footing. Her population of eight millions brings her next in rank to the Great Powers and Spain. And we are to remember that, besides the Rumanians of the Kingdom, there are large numbers of Kutzo-Wallachs, who are only to be distinguished by a slight difference of dialect, such as exists in many English counties. A glance at any ethnographic map will bring home the extent and importance of the Rumanians in Europe. There are 3,500,000 of them in Austria and Hungary, full of grievances, as I have ascertained for myself when travelling in Transylvania. There are nearly 2,000,000 in Russia, equally oppressed, over 200,000 in Servia, 100,000 in Bulgaria, and at least 400,000 in Macedonia, Albania, and Thessaly. In fact, the Rumanians of Europe number more than 14,000,000 in all, and must not be blamed if, now at last, they press for a recognition of their rights."

Rumania has spent on the education of these Kutzo-Wallachs in Bulgaria and elsewhere some $10,000,000 since 1874 in schools and other educational institutions. Has she not established at least a moral claim for indemnification? But, above all, pursues this writer, Rumania has a right to a legitimate frontier for defense and security, and at this moment could easily enforce her claims:

"The main point is this: Rumania must have a defensible frontier now that Bulgaria is becoming an important Power.

KING CHARLES AND HIS QUEEN, CARMEN SYLVA.

Instead of trying to rob Bulgaria of its territory, the King of Rumania claims he is merely asking a small part of what is his by right.

"It may be taken for granted that Rumania will now persist in her demands. The time has come when she can no longer afford to continue her amazing indulgence to a graceless State, whose extravagant, ever-swelling ambitions are rapidly becoming a danger to the peace of Europe. Bulgaria must 'stop this fooling and come down.' And surely she will come down, for with all her other faults she is sufficiently full of low cunning to realize that the game is up. The wildest chauvinist in Bulgaria can not fail to be aware that a Rumanian army would now have an easy promenade to Sofia, where it could dictate any terms. Even before the war, the superiority of the Rumanian artillery and cavalry was notorious. Now that the Bulgarians are exhausted by a bloody campaign, reduced almost to their last reservist, short of food, and perhaps also of ammunition, they would be mere playthings in the hands of a fresh, enthusiastic, and courageous adversary. It is therefore safe to prophesy that King Ferdinand will not risk the fruits of his victories by refusing a strip of territory which will be no loss to his Empire but is essential to the security of his neighbor."

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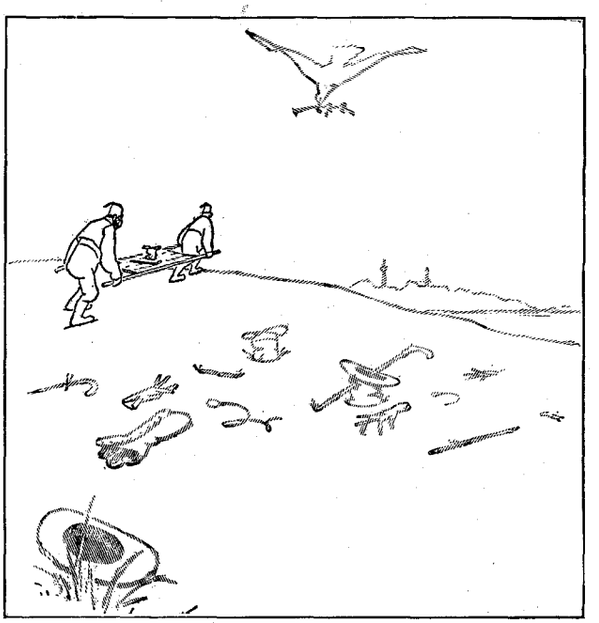
THE SACK RACE.
A capital sport which guarantees that Diplomacy shall always arrive too late. —*Pasquino* (Turin).



AT THE WALLS OF CONSTANTINOPLE
Defeat of the Diplomatic Army.
—*Novoye Vremya* (St. Petersburg).

EUROPE'S FUTILE PEACE EFFORTS.

BURNING LEPERS IN CHINA

THIRTY-NINE LEPERS, men, women, and children, were burned to death on December 14 by order of the President and Tutu of Kwang-si province as "the rejected of heaven"—useless encumbrances of the earth. These unfortunate creatures were under the charge of the Catholic Mission, which had bought ground near the city of Nanning and begun building a leper hospital. The plans of the Father in charge for gathering the lepers in one place for care and treatment were warmly favored by local merchants. When this priest applied to the authorities for their sanction he was curtly informed by letter: "Forbidden to Europeans to do good here." He learned also from a poster that the President of Kwang-si could not pay his soldiers and the Catholic Mission had better help him instead of spending money on lepers. The officials perfidiously continued their negotiations with this devoted priest, but meanwhile, as related in the columns of the *China Press* (Shanghai), January 11, by an eyewitness:

"A large pit was dug on the parade-ground, the intended use of which we never suspected.

"One morning, later on, we were startled by the report: 'The leper-village was surrounded at daybreak, and all the inhabitants massacred.' The details of this atrocious deed are as follows. More than a hundred soldiers surrounded the village so that none could escape. The lepers were then driven, at the point of the bayonet, to the parade-ground—to the pit that had been so carefully prepared. A thick layer of wood covered the bottom of the said pit into which all were obliged to descend.

"One by one the poor women, carrying their babies, descended the ladder and took their seat on the fatal pile; then the cry 'Cha,' 'kill,' burst forth, rifle-fire was opened on the poor victims, a copious supply of petrol was poured over them, and a burst of flame announced to the town the victory of our literati!

"This is not all, however. 'Man-hunting' has begun; $10 is the price laid on the head of every leper—$5 for information leading to his capture, and another $5 for arresting him. This morning a young man was arrested at his home amongst his family, conducted to the parade-ground, shot, and burned."

In issuing a proclamation in which these facts were duly stated Tean Hao Ming, the President, concludes with the words; "I assured myself of universal approbation." Commenting on the incident, the Shanghai *Times*, January 11, says that Chinese officials and those who appointed them seem to stand equally outside the pale of civilized nations. To quote the indignant words of this Anglo-Chinese organ:

"No comment is needed to emphasize the unexampled wickedness of the Nanning horror, but lest the Chinese should subtly seek to obscure the fact, we think that in whatever discussion may ensue upon the dreadful episode, the circumstance that the crime was an official one, perpetrated by the express order of one of the highest Republican functionaries of this unhappy country, should by no means be forgotten.

"The arch-criminal, the President of Kwang-si, was appointed to office by Yuan Shih-kai and the Central Government in Peking, and he must therefore be assumed to be familiar with the lines upon which Yuan and the Government consider that the promised reforms in China ought to be carried out. We do not suggest that Yuan Shih-kai or the Central Government should be held directly accountable for the massacre of these helpless lepers, but we do say that a 'Government' which is capable of making such an unhappy choice of high officials as the monster in Nanning-fu, and the Minister—we forget at the moment who he is—who recently urged the nation to the repudiation of its treaties with foreign nations, is manifestly unfit to confer the blessings of civilization upon China, or govern it in such a manner as to win the respect or confidence of foreign nations."

Such an atrocious act will have a great influence in deciding the attitude of foreign nations toward the Republic, thinks *The North China Daily News* (Shanghai), January 13, which makes the following pertinent remarks:

"By many educated Chinese the outrage will be repudiated, if only for its inevitable influence upon the attitude of foreigners toward Republican aspirations. Western civilization, it may be granted, is not impeccable. But it has long since ceased to countenance methods of barbarism which, be it said, are scarcely within the ethical scheme of many races less highly developed in other respects than the Chinese. If China desires to rank as a first-class Power she must first display some approximation to the standard of Western nations in respect, above all, of common humanity. Until that has been done it is useless to talk, as some of Young China's leaders have been doing of late, of alliances and understandings. Here on the spot it is not so difficult to make allowances, to understand to some slight extent Chinese motives, and to avoid drawing altogether too sweeping conclusions. But in the eyes of the world at large the Republic must suffer for the acts of individual officials, and sympathy with China in her present difficulties will suffer a grievous set-back through the story of the leper massacre."

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PRISON INSANITY

THAT THERE IS a considerable amount of abnormal mentality in every jail is a matter of observation. Many authorities believe that there is a causal relation here and that some prisoners are driven to insanity by their prison life. This, however, is not the case, according to Dr. Paul E. Bowers, of the Indiana Hospital for the Insane, who has investigated the matter with some care. Insane prisoners, he says, were either insane when received or were potentially insane. Confinement may have developed the trouble, but did not cause it. Jails are "social clearing houses"; in them accumulate the dregs—the part of society whose inherited and acquired traits steer them straight for the prison. The prison does not bestow these traits upon them any more than the magnetic pole excites in the magnet its susceptibility to the north-and-south direction. We quote from a reprint of Dr. Bowers's paper, which was originally read before the American Prison Association. He writes:

"Investigation will quickly dissipate the idea that remorse, sorrow, and introspection for misdeeds stand in causal relationship to the development of insanities of convicts. We will, however, find that the lower grades of criminals, incapable of intense suffering, because of their low-grade mentalities and emotional poverty, are the ones to develop active insanities during confinement. If we study their histories, we still find that their lives have been one uninterrupted series of conflicts with the law and morals of society. They are morally anesthetic, brutal in their passions, and indifferent to ethics. Occasionally we find an exception to this rule, so far as intellect is concerned, but the emotional poverty in these exceptional cases is ever in evidence.

"The episodic, psychotic symptoms which are exhibited in prison are but the kaleidoscopic pictures of their criminal constitutionality which has been their heritage, or which they have acquired by evil environments, vicious habits, and low ideals during the formative period of the mind. The mental symptoms which obtain in prison are merely the evidence of underlying grave psychophysical pathology.

"The insane in prison populations may be divided into two classes: First, those persons who are insane at the time of admission and whose mental disorders have been overlooked by the dispensers of justice. Nearly 5 per cent. of admissions to penal institutions belong to this class. . . . . .

"The second class is comprized of those who are potentially insane and who have escaped close observation in the outside world, and, when brought in conflict with the law, develop and exhibit their organic defects, and active psychoses come to light. This class is composed of degenerate persons afflicted with the various forms of hysteria, psychasthenia, imbecility, moral imbelicity, nervous diseases, and the sexual perversions. Many individuals who have had psychotic symptoms have passed for sane, when at liberty, because their mental symptoms were not recognized, but upon coming to prison these episodic mental states, which had previously escaped detection, are noticed, and frequently these acute exacerbations are charged to prison life. This last class, with its prepared candidates for active mental disease, furnish the majority of our insane criminals. . . . . .

"I feel that I have emphasized certain points which will tend to dissipate the rather prevalent idea that 'prison life of itself produces insanity.' The burden of proof is with those who support this theory, but the preponderance of evidence is against such hypothesis, for the alleged . . . factors—worry, remorse for crime, apprehension, and introspection—exert but little influence on the . . . convicts who develop insanities.

"The insane criminals are recruited from the ranks of the recidivists, who do not mentally suffer because their neural organizations are below par, and their normal and ethical senses are blunted and poorly developed.

"It may be further noted that recoveries from mental diseases among prisoners are quite rare, from the fact that their insanities are developed on fertile and degenerative soil.

"This being true, it is rather difficult to accept the theory that prison life of itself produces insanity."

VEGETABLE MILK

MILK is not a chemical compound, but an emulsion; that is, a mass of tiny globules of fat floating in a liquid. There is no impossibility, therefore, in imitating it; and it has, in fact, been imitated with more or less success, vegetable products having been mostly used for the purpose. The best known of these, "soy milk," made from a Chinese bean, has long been known—witness Edward Lear's limerick about the man "who lived on warm brandy and soy." Children used to think that "soy" was one of Lear's nonsense words, like his "runcible spoon"; but it is now almost as common a food in Germany as it is in China. Says Dr. A. de Neuville, in an article on "New Artificial Foods," contributed to *La Revue* (Paris, February 1):

"Milk is a secretion of the mammary glands, containing water, albuminoids, fatty bodies, lactose, and mineral salts. Its very composition has made us think that it would not be possible to offer for consumption an artificial food having the same elements as natural milk. It is, in fact, beyond doubt that the albuminoid or proteid substances found in the latter differ from those that enter into the constitution of plants; but we may, by modifying these, take from them their proteids and obtain the same results as those reached by nature. Soy has been utilized to this end.

"This leguminous plant, well known in the warm regions of Asia, is called by scientists *soya hispida* and by the vulgar the 'Chinese pea.' Its oil is rich in nitrogen and in fatty matter. Made into flour, it serves to make a bread that is prescribed for diabetes.

"Like other legumes of the same family, the soy has pods that are shelled to extract the beans, which, after undergoing a process that is still kept secret, yield a synthetic milk, or more exactly a chemical product having the same nutritive effect as natural milk.

"The invention was introduced into Germany and France almost at the same time. The parts of the plant are broken up mechanically, then chemically triturated and reduced to a lactescent substance that is cheaper than the product of the cow and may replace it perfectly."

If we cannot make six blades of grass grow where one grew before, we can get six times as much milk from the same land by plowing the grass under and planting it to soy beans. The old-time milk, too, has its dangers, amply told in health reports, from which the bean product may be kept free by the use of ordinary modern sanitary methods. In the words of the writer:

"The economy realized is considerable. A cow requires nearly an acre of pasturage. She turns only 53 per cent. of it into effective nutriment and about 5 per cent. into milk. . . . Two milkings a day give on an average 15 quarts, varying with the breed. Soy grown on a field of one-sixth of an acre yields the same quantity of artificial milk. The expense is far less. . . . .

"This soy milk presents other advantages over natural milk. It is not exposed to contact with impurities, as often happens in farm stables and dairies. . . . Besides, cows are not exempt from bacillary affections, and it has been proved that the pathogenic germs of their milk exist in the lacteal glands themselves. Artificial milk is not exposed to these dangers. It is made with apparatus kept so scrupulously clean that there can be no question of microbian infection.

"In China and Japan, soy has been abundantly cultivated since the earliest times. The Japanese make of it a kind of mush, mixt with rice. This is a very nourishing food, but of an oily taste that makes it disagreeable to Europeans. Made into milk the soy has none of these disagreeable qualities. It is digestible, pleasant to the palate, and leaves no taste in the mouth. Being a complete food like natural milk, it is suited to children and invalids and to all who are following a diet."

But soy milk is still soy, and physiological chemists have hoped to produce a milk substitute that shall not be identified with any particular plant-product, or at any rate shall have so lost its individuality that it can *not* be identified. This result

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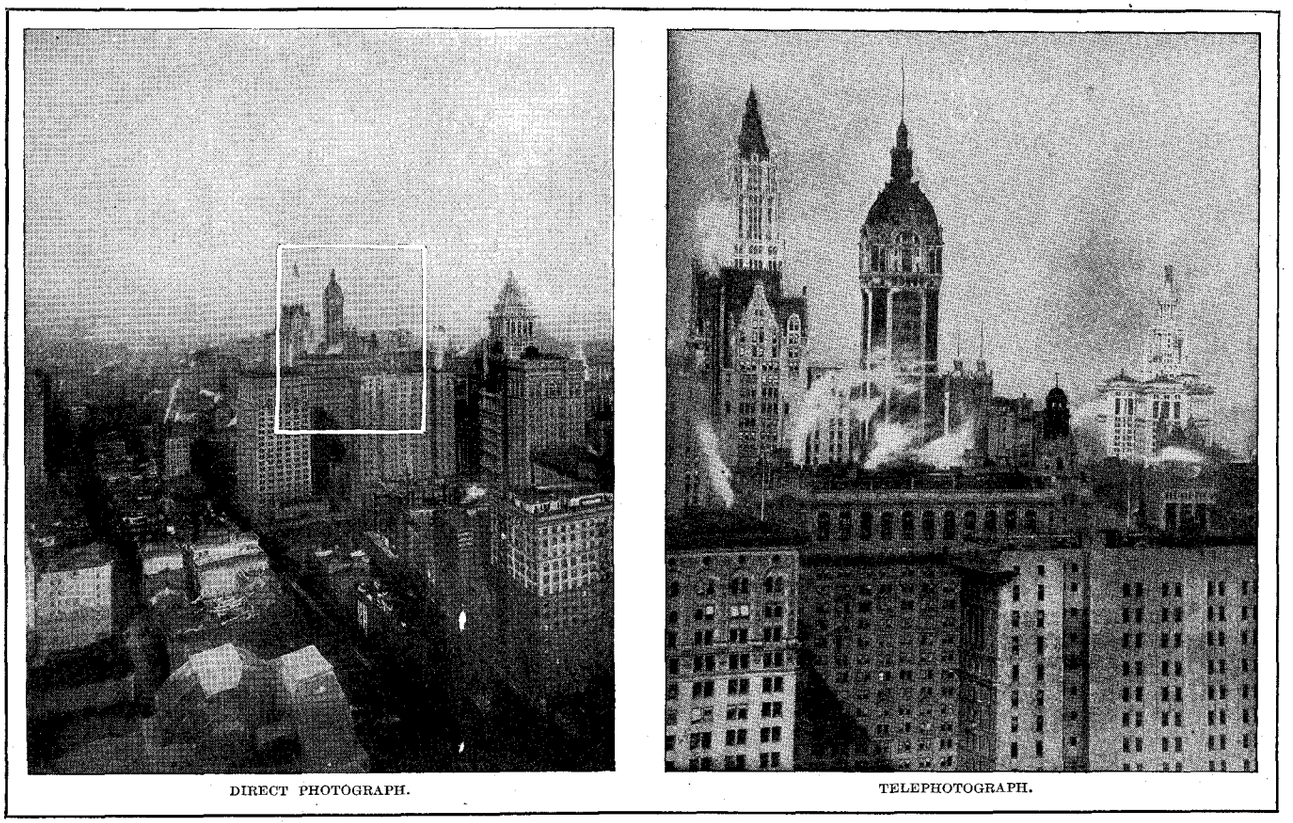

DIRECT PHOTOGRAPH. TELEPHOTOGRAPH.

THE CAMERA AND THE TELESCOPE: NEW YORK

The areas covered by the telephotographs are outlined in white in the direct photographs. In each case the photo and telephoto are taken

apparently has been reached by Prof. Gustav Rigler, a German chemist. We quote from an article contributed to the *Frankfurter Zeitung* by Dr. Erwin Partos of Freiburg:

"Milk has hitherto received more attention from adulterators than from technical chemists. The *Frankfurter Zeitung* tells us that there is a German manufactory of the artificial milk made from the soy bean . . . and this product has long been noticed in the Berlin *Klinische Wochenschrift*.

"Professor Rigler, however, is the first to attack the problem of making a milk 'from the bottom up,' by removing all the characteristics of a product of the vegetable kingdom by means of a special process of transformation and mixture.

"As his results have become known only through occasional newspaper paragraphs, I went to him personally for more authentic information. Professor Rigler received me kindly and told me as much of his results as were ready for the public. . . . As the imperfect details that had hitherto found their way from his laboratory had been more or less widely spread outside of the profession, which was not particularly agreeable to him, he had no objection to my setting down his present outgivings word for word."

Professor Rigler describes his invention as follows:

"As a basis of my invention I have made use of no new synthetic compound, but a really new method is necessary for its extraction, for it exists ready-made in plants in great quantity and cheap. The whole process of manufacture is not complicated and takes only two hours, or, with sterilization of the product, two and a half.

"The albumens are of plant origin . . . . How they are introduced into the product can not at present be explained. Only thus far there is no by-product remaining from the process, which I consider a great advantage of the method.

"During my long investigation, lasting many years, my chief aim was to obtain the very finest possible emulsion of vegetable oils, and this has now reached such a point that my plant milk gives up its fat by agitation, heating, standing, or transportation, not more, and perhaps a little less, than cow's milk does. The emulsion of oils is now a simple mechanical process, and the problem of making an artificial milk thus appears to me to have been solved. Artificial milk may be combined with sugar as desired, and also with saccharin for the use of diabetics."—*Translation made for* THE LITERARY DIGEST.

THE DECEITFUL TELESCOPE

THE GENERAL IMPRESSION is that an object viewed through a telescope looks precisely as it would if moved nearer the observer. This is by no means the case. The perspective of an object a mile away is quite different from that of the same thing at a distance of a rod; and the magnifying power of the glass simply enlarges the image of the distant object—the apparent relations of its surfaces and lines are not changed as they would be if it had actually approached. Those who have used a large terrestrial telescope or a powerful binocular have usually been conscious of this oddity or unreality of appearance, without realizing its cause. In an article on "The Psychology of Telescopic Vision," contributed to *Knowledge* (London, January), Mr. W. Alfred Parr discusses the matter as follows:

"If we regard a far-off landscape through a powerful telescope fitted with an erecting day eyepiece, we soon become aware of the fact that any distant cottages or houses which our landscape may contain appear to us strangely out of drawing. More especially is this the case with such houses as happen to have their longest sides parallel to our line of sight, so that we look along them, as it were, instead of squarely at them. We shall find, on examining these closely, that, instead of presenting the ordinary aspect we are accustomed to associate with the rules of foreshortening, they boldly bid defiance to all our ideas of perspective and stand out at us in a manner which is truly astonishing. And, if we recall the statement we so often hear, that the function of a telescope is to make a far-off object appear as if it were only at a short distance from us, our astonishment will be the greater, since no houses within our previous experience wear such a curiously distorted guise as these. . . . . .

"Now, our surest way of keeping this peculiar action of the telescope in mind is to remember that, far from even apparently bringing distant objects nearer, as the popular claim has it, the telescope in reality merely enlarges the naked-eye view. It brings to our notice objects which, by reason of their great distance from us, would otherwise remain beyond the limits of critical vision, and thus enables us to see them *under conditions different from those under which our experience is usually gained.* In other words, the telescopic image and the naked-eye image are essen-

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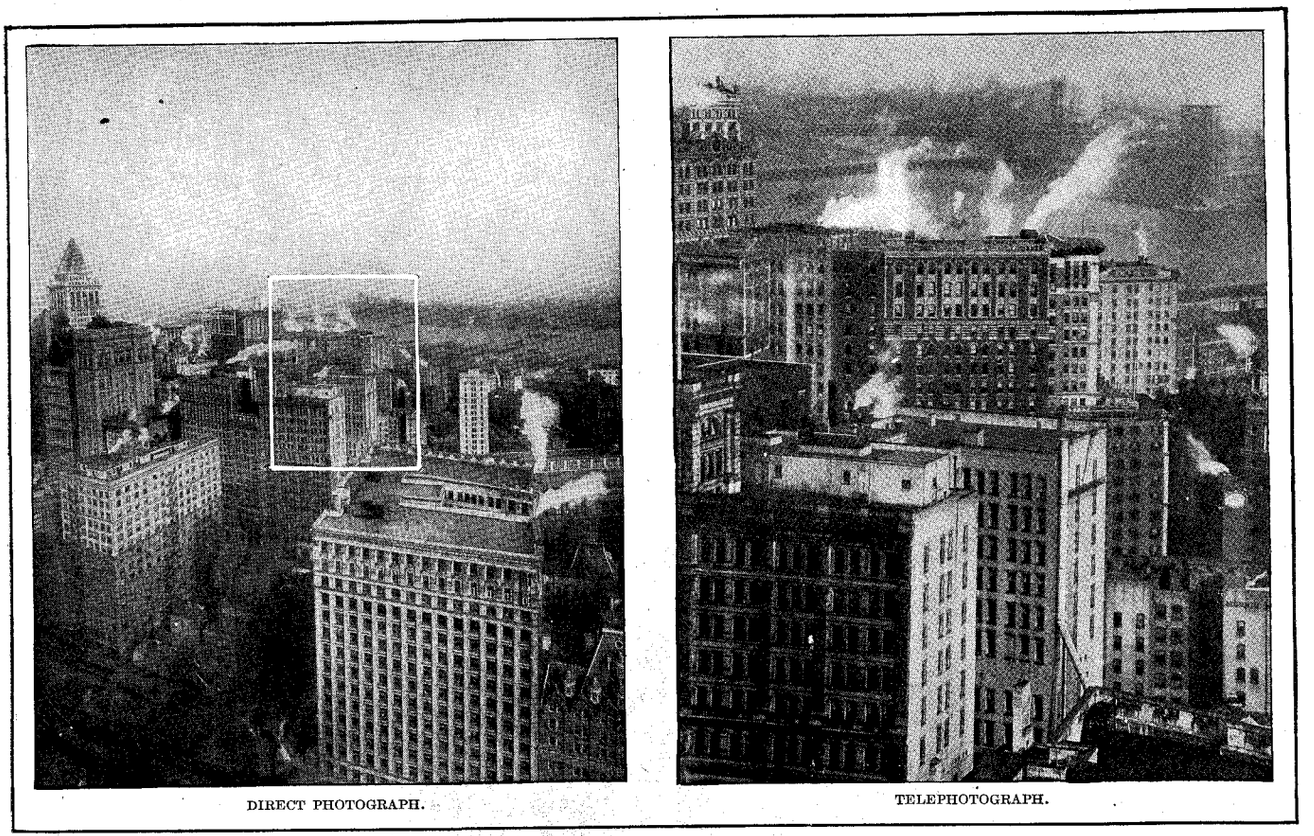

DIRECT PHOTOGRAPH. TELEPHOTOGRAPH.

SKYSCRAPERS SEEN BY PHOTO AND TELEPHOTO.

from the same spot. Do the telescopic views look as they would if seen with the unaided eye, or can the influence of the telescope be detected?

tially copies of one another on varying scales, and it is only in our different interpretation of these scales that the peculiarity of telescopic vision resides. . . . We must remember that in looking through a telescope we become aware of conditions which are foreign to our usual experience, and of which, but for the instrument's power, we should have remained in ignorance."

Do the telescopic photographs reproduced herewith prove the writer's contention? He notes that as lines that are really parallel but recede from the eye do not incline toward each other as they grow more distant, but appear to open up more widely, so the telephotographic images seem distorted because we are not used to them. He proceeds:

"We are confronted with a condition of things which in the ordinary way of life would be beyond the critical limit of vision. But now comes an interesting psychological moment; for the mind insists upon continuing its usual operation even under the present unusual circumstances. Knowing the two ends of a house to be of equal size, we make a habit of mentally enlarging the reduced image of the distant end to fit the near end; and here, where there is practically no dissimilarity between the retinal pictures of the two ends, we persist in mentally enlarging the distant end, with the curious result that the lines of the house appear actually to *diverge* as they recede from us. But that this astonishing effect is nothing but a psychological illusion, any one can easily prove for himself by simply holding the picture in such a position that the eye can glance obliquely down the seemingly divergent lines when he will at once become aware that they are practically parallel; the actually existing, but extremely slight, *convergence* toward the distant end being quite inappreciable. . . . . .

"This is a striking confirmation of the truth that the same personality enters into the examination of a photograph which is known to exist in the actual observation of nature, and the interesting fact is once more brought home to us in the study of such unusual phenomena as the present, that things are apt to change their seemings to suit our preconceived opinions concerning them; for our judgment is to a great extent a process of semiconscious inference based upon a variety of circumstances drawn from our past experience and sense of association. We may, indeed, reverse the old saying in such a case as this and claim, that here at least, Believing is Seeing."

TO LIVE LONG, JOIN THE NAVY

IT SEEMS like a reflection on the courage of our gallant Army and Navy officers to assert that, including all the accidents of peace and war, the mortality in the services is less than in civil life; yet this astonishing statement is made by Commodore W. H. Beehler, U. S. N., in *The Navy* (Washington, January). In support of it he publishes tables in which the number of actual survivors of each class of the Naval Academy since 1849 is compared with that deduced from the insurance mortality tables. There are 2,942 survivors of the 3,975 graduates, whereas the number computed from the table would be 2,909. Apparently 33 persons have saved their lives by being naval officers instead of administering pills or measuring calico. The wherefore of it is thus elucidated by Commodore Beehler:

"In the first place, no one can enter the Army or Navy without being physically sound. The test is the severest of all physical examinations and most strictly enforced. The occupation is generally in the open air, on the ocean, or in the field, so that the career itself is healthful. Medical officers and the best possible medical facilities are always available, and sickness is reduced to a minimum. All officers are required to take the best care of their bodies, and must take a prescribed amount of physical exercise and are subject to periodical tests, so that they ought to be superior physically to any other class. This is true of all officers, and the longevity of those who graduated from the Naval Academy may be regarded as that of all officers of the Navy, and, conditions being very similar, may also apply to Army officers. . . . . .

"Those who entered after 1865 and graduated after 1868 did not participate in the Civil War; but all those that entered before and during the war are counted as having had Civil War service, as all were officers of the Navy during the Civil War. This war experience reveals the astonishing fact that out of all the graduates who served during the Civil War the mortality was exactly the same as would be expected from the mortality table.

"The extra hazardous participation in war did not cause any greater mortality among the graduates of the Naval Academy than that expected from the mortality table; and this

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included those graduates who resigned and served in the Confederate Army and Navy.

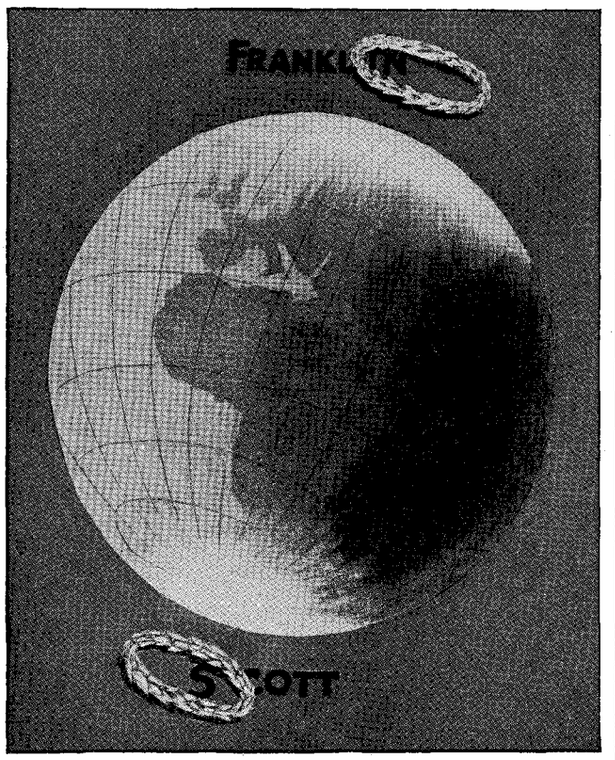
"It is impossible to give the exact ages; but the rule followed has been to average the age of graduates as 21, and to compute the probable number of survivors from the mortality table on that basis; tho, as many of the graduates were much older, the error would be that the survivors are really older than their class age would make them appear. Rear Admiral Upshur, the oldest living graduate, is 89 years old, tho the class age at 21 on graduation would make his age as only 84. Rear Admiral Luce is 85 years old. But the tables prove that the longevity of Naval officers is greater than that expected from the mortality table. There are 33 more survivors, notwithstanding the Civil War and the Spanish-American War, in which they served and survived without any greater mortality than civilians in ordinary vocations.

"Of 900 graduates who entered before the close of the Civil War, 709 served in the war. Ninety-three of these resigned and served in the Confederate Army and Navy, of whom 7 were killed. Of 616 graduates who served in the Federal Army in that war, only 15 were killed in action.

"The Navy has casualties in times of peace; but the battle-fleet sailed around the world with 15,000 officers and men without an accident, while an equal number of pedestrians dodging trolleys and autos in New York City for the same period would have had many accidents.

"The insurance companies, however, still regard the Army and Navy as extra hazardous. Officers of the Army and Navy should join the army and navy mutual aid associations; and in view of the fact that many desire more insurance, it has been suggested that the services should combine and those who are eligible for the Navy Mutual Aid should be permitted to join the Army Mutual Aid. In time, the Revenue Service and the Marine Hospital Service may all be united in a general service mutual aid association; so that an officer could then increase his insurance by joining the Army Mutual Aid, and the others if formed.

"The longevity of those in the service is clearly greater than that of civilians; and, if all the services could combine in Aid Associations, the widows and orphans would be better provided for, especially as long as insurance companies will not treat officers with justice."



From "The Sphere," London.

THE TWO WHITE PALLS.

AEROPLANES AS SUBMARINE-DETECTORS—In view of the statements, frequently made, that in the aeroplane the Navy possesses a new and powerful instrument for the detection of submarines navigating below water, a series of experiments, carried out by the French Navy off Toulon, are of considerable interest. Says *Aero and Hydro* (Chicago, February 22):

"For two days the submarines attached to the port carried out an attack upon the *Foudre*, the parent ship of the naval areoplanes; the depth at which they were navigated is stated to have been 30 feet below the surface. On both days the maneuvers were observed by Naval Lieutenant du Cayla from a naval hydroaeroplane, which circled over the scene of operations at a height of several hundred feet. But on not a single occasion was the aviator able to detect the approach of a submarine. The experiments are yet wholly inconclusive, and will be resumed before long; even so they would tend to show that the task of detecting a submarine offers greater difficulties, especially in the more turbid waters off our own coasts, than has been thought."

WHAT MAKES US HUNGRY?

THE ULTIMATE CAUSE of hunger is, of course, the need of food. But how does this need act to produce the familiar sensation? Until recently it has been generally believed that hunger is a general sensation—that it is the whole body that feels the lack of food. Hunger would thus be merely the nerve-cells "suffering from the shortage of provisions," as one writer puts it. But this view has been vigorously opposed, and now that Professor Carlson of Chicago University has had access to "a man with a lid on his stomach," it seems to have been definitely disproved. Subjects whose stomachs are accessible through a healed wound, so that they can be used for direct observation and experiment on digestion, have been in demand ever since Dr. Beaumont of St. Louis made his celebrated experiments on Alexis St. Martin half a century or so ago. These useful gentlemen are not numerous, however. Professor Carlson's specimen was a find, being a man of normal health who, for sixteen years, has fed himself through a permanent gastric fistula, his throat having been closed up as the result of accidentally drinking a caustic soda solution. Says *The Journal of the American Medical Association* (Chicago, February 8) in part:

"Cannon . . . . maintains that hunger is not a general sensation. The sharp onset of its pangs and the abrupt arrival of the characteristic ache which many have noted could scarcely be the expression of a general bodily state; for this does not change with such critical suddenness. Neither will the general sensation theory explain the intermittency of hunger which is frequently observed. Cannon's experiments lead to the conviction that hunger results from powerful contractions of the stomach. With this general view the observations which Carlson has now been able to make on his new fistulous subject are in accord. He notes that the empty stomach exhibits, at least during the first twenty-four hours after a meal, two types of rhythmic movements; one is relatively feeble but continuous; the other falls into periods of relatively strong contractions. In confirmation of Cannon the individual contractions of the continuous rhythm are recognized as hunger pains. The strong 'hunger contractions' are promptly inhibited by chewing palatable food and by stimulation of the gustatory nerve endings in the mouth. According to Carlson the mere sight or smell of food, or any kind of olfactory stimulation, does not appear to affect the stomach movements of a hungry man.

"The stomach contractions (and the hunger sensations) are not influenced by the introduction of therapeutic quantities of a variety of drugs. Familiar beverages—water, coffee, tea, beer, wine, and brandy—on the other hand, cause inhibition, water appearing to have the least effect in this direction. It appears that, in the earlier periods of hunger at any rate, the empty stomach is never completely at rest.

"Hunger, or the lack of it, is a condition which at times commands the considerate attention of the practitioner. The fortunate physiologic observations on an occasional unfortunate individual serve a useful purpose in medicine by directing attention to numerous little-understood and hitherto unexplained gastric manifestations of disease."

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From "The Illustrated London News."

THE KIND OF WEATHER THAT "WRECKED" CAPTAIN SCOTT. DRAWN BY ONE WHO KNOWS.

Captain Scott wrote of encountering temperatures of minus 20 to 47, "with a continuous head-wind," and said that "our wreck is certainly due to this sudden advent of severe weather." Arriving within eleven miles of One Ton Camp, "with fuel for one hot meal and food for two days, for four days we have been unable to leave the tent, a gale blowing about us. We are weak, writing is difficult, but for my own sake I do not regret this journey." The drawing above is by Mr. G. E. Marston, the artist with the Shackleton Antarctic Expedition of 1907–9.

AMUNDSEN ON POLAR RISKS

THE QUESTION whether polar results are worth the risks, raised by the tragedy of the Scott expedition, is answered by Roald Amundsen in an article entitled "The North and South Poles: The Steam Boilers of the Earth," contributed to *The American-Scandinavian Review* (New York, March), the official organ of the American-Scandinavian Foundation. In this article, the distinguished explorer tells also for the first time his plans for the coming expedition to the North Pole. Captain Amundsen writes:

"Is it worth while? is the question I am often asked. Are the results such as to justify the enormous expenditure of human energy and wealth consumed in polar expeditions? Your researches may interest a few learned scientists, but of what practical benefit can they be to the men who plod in the common ways of life? No doubt this old question will lift its head again, now that my companions and I are preparing to start on our long-projected voyage to the arctic regions. Altho the North Pole has been reached since I formulated my plans, I expect to carry them out precisely as I first stated them before the Norwegian Geographic Society in October, 1908. The experience we have gained on the antarctic continent can be of little or no service to us, as the conditions we expect to encounter are entirely different, and we face now an expedition compared to which our trip to the South Pole was a mere pleasure-jaunt. We shall probably be gone five years, but are prepared to spend seven years in the arctic regions, if necessary, to complete our plan, which includes a drifting across the polar basin from the Bering Sea, across the vicinity of the North Pole, and out again on the Atlantic side of the continent. We know well that the undertaking is hazardous and that much suffering awaits us. Is it worth while?

"My answer is that to extend human knowledge is always worth while. The time has surely come when we human beings can no longer be content without knowing even the little planet on which we live. We must realize that all that we have and are we owe to the scientists, the patient searchers after knowledge. Without them we should probably still be killing our meat with stone knives and crunching it raw. Knowledge must first come to the scientist before it can be applied to the practical every-day concerns of the world and become of benefit to all humanity.

"The importance of the polar regions in the household economy of nature is little realized. The North Pole and the South Pole have been aptly called the two steam boilers of the earth. If the power they generate were suddenly to cease, all activity on the earth would come to an end. It is a new thought to most of us that life and power come out of the frozen fastnesses of the Poles, and yet it is true. We have all learned in our school-days how the heavier water of the arctic regions presses in on the lighter, because heated, water of the equatorial regions, and so causes ocean currents, just as the same process in the air causes the trade-winds, but it is only recently that the science of oceanography has revealed to us the stimulating, rejuvenating effect of these frigid currents on the plant and vegetable life in the ocean. The teeming fish life in the Atlantic Ocean depends for its existence on the food brought it on the currents from the virgin ice fields of the north. With the mixture of the northward flowing warm current and the southward flowing cold waters from the polar basin fish life is waked to activity; the fishes begin to spawn and become, as it were, resuscitated. If my polar expedition brought no other result beyond an exact study of the polar currents in question, their course, velocity and direction, as well as the animal and vegetable life they contain—then the expedition would richly have paid for itself."

Meteorological observations, Captain Amundsen goes on to say, will constitute another important phase of the expedition. In this he is working in conjunction with Professor Hergesell, Count Zeppelin's partner, who is thoroughly in sympathy with the project. Amundsen proposes to take a wireless apparatus with him, and Professor Hergesell hopes, through the generosity of German friends, to encompass the polar basin with four or more meteorological stations,—one probably in Alaska, one in Siberia, one in Spitzbergen, and one in Labrador. The *Fram* will thus be in constant wireless communication with these stations; and in this way a much larger area will be covered for a longer period and much more exhaustively than would otherwise have been possible. What has been said of the polar currents in the water holds good, the writer assures us, of the currents in the air; they give the key to weather conditions the world over. Of the magnetic observations he says:

"Our work in this field will dovetail with that of the Carnegie Institution, which has at its service the good ship *Carnegie*, ably directed by Prof. L. A. Bauer. His vessel is constructed of wood and copper, with a special view to taking magnetic observations, and has already done much excellent work in this field in all quarters of the globe. If it is possible for me to work in conjunction with the *Carnegie*, adding my observations to those of Professor Bauer, both being worked out simultaneously, then the scientific world will at last have a completed magnetic record from which to make deductions."

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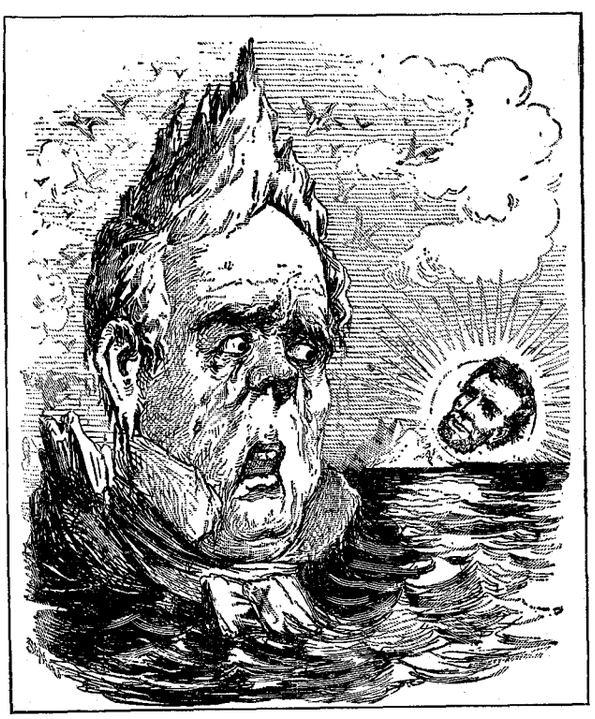
FORGOTTEN LINCOLN CARICATURES

HOW MANY would brand as sacrilege the thought of a ridiculed Lincoln? In his day the product of the cartoonist was not as widespread as among us now, but it made Lincoln its mark on both sides of the ocean. *Punch's* animosities are well known, and one frequently sees his satirical portraits of Lincoln reproduced to-day in magazine articles; but the home product is less familiar. *The Lantern* (Chicago), which calls itself "a publication of discarded truth and resurrected fiction," thinks it "more than doubtful that any of the readers of the newspapers of to-day have ever considered that Lincoln might have been the target of the caricaturist during his time, just as Roosevelt or Taft or Wilson have been in our time." With its ray this little periodical has illuminated some of the pages of a short-lived periodical of the early 60's called *Vanity Fair*, a complete set of which is now scarcely to be found in any of our public libraries. *The Lantern* beams in this way:

"In the caricatures of pioneer American cartoonists, it requires no magnifying-glass to discern immediately the important traits of Lincoln's character. He is seen always the same man, even when ridiculed by the cartoonist of the eastern journal hostile to Lincoln's political cause. There were ever present beneath the burlesque of the caricaturist the grave seriousness, the unbound trust in providence, in God, in his fellow men, the sanctity of his once given word, and his love of doing what the candidate promised to trusting voters before his election. . . . .

"The days of the Rebellion, and the big days of reconstruction which followed, moved the caricaturists to sketching their ideas, but these efforts were expressions of unfair animosity, partial and sectional, and lacked art or humor.

"The comic paper as an American institution was unknown.



OUR GREAT ICEBERG MELTING AWAY

[Buchanan as an Iceberg.]

—*Vanity Fair*, March 9, 1861.

Scores of periodicals that claimed the title had been started, but they were universally short-lived, generally on account of their triviality. They represented nothing—an essential to even a comic paper—and they had no reason for existence. They were at best mere imitations of French or German periodicals and did not appeal to American taste.

"It was not until Keppler adapted the vigorous and expressive art of the German school to American ideas that the comic paper assumed its legitimate place in American journalism. Keppler was an Austrian, had travelled extensively in his native country, and had aspired in the early part of his life to become an actor. In Vienna he was a contemporary of the great tragedians of the

THE MAC LINCOLN-HARRISBURG HIGHLAND FLING.

—*Vanity Fair*, March 9, 1861.

time at the Royal Playhouse, the Burg-theater, and he toured Europe and America with theatrical companies. He landed in the New World in 1872, and it was he who started the first comic paper of this country, *Puck*, primarily in St. Louis, and later in company with the genial Adolph Schwartzman in New York.

"One of the forgotten comic papers of the early sixties is *Vanity Fair*. Only a very few copies of this publication survived the destructive years of the war. The very limited circulation which this weekly had makes it very doubtful whether there are many duplicates of the seven volumes issued in existence."

The first number of this weekly, published in a quarto of sixteen pages, appeared in 1859. "It gently expired in December, 1862." We read further:

"Its contributors did not affix their names to their articles, but employed queer pen names; it is not impossible that one or two men were responsible for the literary contents. Bobbett-Hopper was the cartoonist, the author of nearly every caricature published during the life of *Vanity Fair*.

"Many good things can be found there among insignificant products. The caricatures of Lincoln and many of the countless anecdotes, paragraphs, and verses to and about him, while significant and typical of the time, are mostly unknown.

"The cartoons we reproduce will be easily understood by those who know the history of the sixties and early seventies. The names of the caricatured subjects are now framed in history. The truth of Mr. Lincoln's philosophy, reproduced as a motto of this article [*I do the very best I know how, the very best I can, and mean to keep doing so 'til the end. If the end brings me out*

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all right, what is said against me won't amount to anything.—ABRAHAM LINCOLN], is proved by the history of the United States."

The Lantern reprints one of the more ambitious humorous essays as an enlarged caption for "The MacLincoln Harrisburg Highland Fling." It is from *Vanity Fair* of March 9, 1861:

"MOVEMENTS OF MR. LINCOLN

"The steps taken by Mr. Lincoln to give Baltimore the 'go-by' may be characterized as the most important movement made by him during his preliminary Presidential progress. Considered *as* steps, we suppose that the movement in question, coupled with the costume in which it was performed, will be handed down to posterity as 'The MacLincoln Harrisburg Highland Fling.' Certain Scottish chieftains are distinguished from common pipers by the prefix of the definite article to their patronymics. 'The MacNab' may be taken as a case in point. Mr. Lincoln, then, having assumed the chieftainship of a mighty clan and selected the costume of a Scottish chief to perform the part in, ought surely to be entitled to the definite article, and to receive and govern during his term of office by the style and title of 'The MacLincoln More.'—In this connection the *more* is a Gælic addition to a title, and means *big*. It bears no reference whatever to Balti-more. As a piper will be an indispensable appendage for 'The MacLincoln More,' we suppose that the distinguished personage in question can do no less than appoint Thurlow Weed to that important position. Thurlow will make a very efficient piper. He has been playing one tune for a long time; and as it is a well-known fact that the Scotch bagpipes always do that and can not do anything else, the instrument will be just the thing for him to blow.

"Our ubiquitous artist, who was at Harrisburg and elsewhere during the performance of The MacLincoln's celebrated 'movement,' has sent us the annexed sketch. Altho the Kilt can not be called a very definite article of costume, yet, as the definite article is worn by the chieftain for a prefix to his name, the adoption of the kilt can hardly be looked upon as a misdemeanor. The precautionary measure of 'letting his whiskers grow,' taken

PROF. LINCOLN IN HIS GREAT FEAT OF BALANCING.
[Fort Sumter against the Dove of Peace.]
—*Vanity Fair*, March 23, 1861.

by The MacLincoln, will now be fully appreciated by the public. Scottish chieftains invariably 'let their whiskers grow:' they are obliged by feudal tenure to do so. Pipers also; so that Thurlow Weed had better consult authorities as to the best mode of producing the necessary articles. It will be remarked that the Feather worn by the chieftain in his bonnet is peculiar, if not abnormal. It was placed there by Weed, unknown to the wearer; and is described by our ubiquitous artist as resembling the wing-feather of a swan rather than that of an eagle—being remarkable large and White."

CIVIL WAR CARTOON.

OLD ABE—"Ain't there a nice crop? There's the hardy Bunker Hill flower, the Seventh Regiment pink, the Fireboy tulip—that tri-colored flower grows near Independence Hall—the Western Blossoms and Prairie Flowers will soon begin to shoot."

COLUMBIA—"What charming plant is this?"

OLD ABE—"That is rare in this country—it will bloom shortly and bear Jeffersonia Davisiana."

—*Vanity Fair*, May 9, 1861.

A specimen of its verse has some interest as an index of the taste of the age:

A WAR SONG

Mr. Augustus Snipes, late of the Journal of Commerce, rather flatters himself, that when a model for a War Song is desired, the following will be about the martial go:

Come draw your triggers,
And fight for your niggers,
Tho nobody cares to disturb 'em!
These pestilent fleas
Must vote as we please,
Or, by Johnny Calhoun, we'll curb 'em!

For the ballot and box
Let us substitute knocks;
Hard knocks, and sweet stringing dry knocks!
Tho we're rich in assets,
Yet we won't pay our debts
To a parcel of pestilent Shylocks.

O we rise as we think on
That scamp, Abram LINCOLN,
That beastly, belligerent Bucker!
O we swear all together
To tar and to feather,
Provided we catch him, the Sucker!

Then seize all your rifles,
And don't stand for trifles,
Like fratricides, burglaries, treasons!
So comrades! all come,
And in ramrods and rum,
We have five hundred excellent reasons!

The Lantern reprints a "New A B C written for little Abraham (just four months old) by his cousin Willie (just done his schooling)." Its humor can be tested in one or two specimens:

"A's for America, greatest land 'neath the sun. It's got a North and a South, which used to be one.

"B is for Beauregard, Bully Beast and so forth, who thought with a lick he could wipe up the North.

"E is for England who can't make up her mind to which side of the question she should be most inclined.

"M is for muskets, men, money and more; we require all these for to go to the war."

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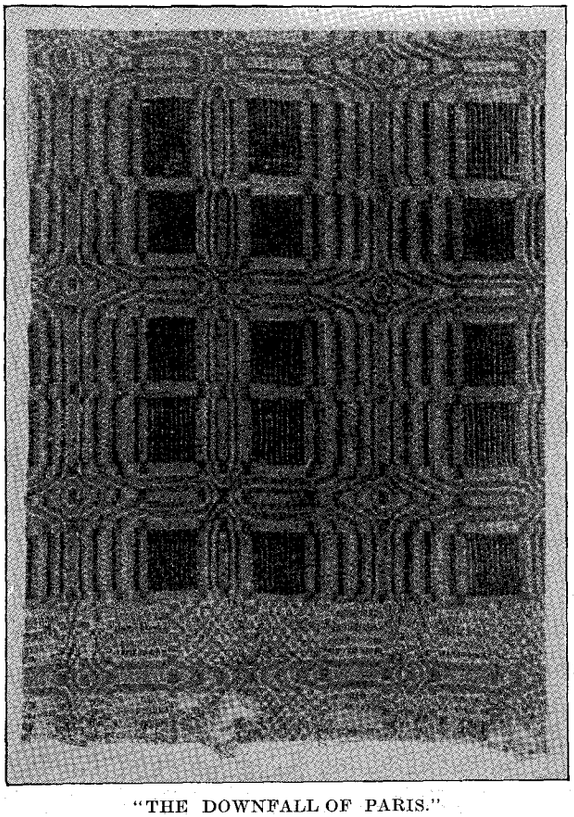
WHERE A COLONIAL ART SURVIVES

IN THE REMOTE mountain districts of the South, where civilization has apparently stood still ever since the colonial pioneers built their homes there, we find still surviving the ancient art of hand-weaving. The women now card, spin, and weave just as our great-great-grandmothers did before power-looms were invented. They do not, of course, depend upon the old-fashioned loom for the ordinary fabrics, but they still make coverlets that are rich in texture and coloring—real works of art, according to Eliza Calvert Hall (Mrs. Lida Calvert Obenchain), who tells about them in her "Book of Hand-Woven Coverlets." "Whoever tries to trace the rise and progress of art in the New World," she says, "will see in the colors and designs of the hand-woven coverlet the first faint stirrings of that spirit which breathes full-awakened through the sculpture of St. Gaudens and Borglum, and the architecture of Richardson and McKim, and glows in the canvases of Whistler, Furness, Sargent, and Abbey." This textile art was brought to America by the Puritans early in the seventeenth century, and was practised in all the colonies from Massachusetts to South Carolina; but only in the far-out-of-the-way regions of Virginia, North Carolina, Tennessee, and Kentucky is it still alive. To many of the uncultured men among the mountaineers, fine old coverlets are no more valuable than common quilts, and they frequently use them to wrap up bulks of tobacco or to cover potatoes in freezing weather; but to most of the more or less enlightened women they are expressions of a hampered but genuine artistic feeling. And in the eyes of persons like Mrs. Obenchain, who has made a considerable study of them, the finer class of coverlets are things of beauty, recalling tales of history and romance. She writes:



"THE DOWNFALL OF PARIS."

Woven in North Carolina three generations ago. Some vandal cut this coverlet into thirty-two pieces, but it was "restored" by sewing the pieces together. . . . The name of the design commemorates the 31st of March, 1814, when the allied armies entered Paris accompanied by the Emperor of Russia and the King of Prussia, or perhaps the 7th of July, 1815, when for the second time the Allies took possession of the French capital and Napoleon's power was finally broken.

"In the mountains of Knott County, Kentucky, on Troublesome Creek there is a settlement school [burned since Mrs. Obenchain's book was written], and at one end of the long hall in the main building you will find the slab settle, the slab cupboard, the reel, the big wheel for spinning cotton and wool, the little flax wheel, and a sled loom over a hundred years old. At the loom sits a mountain-girl and she is called—listen, ye lovers of music!—she is called Dalmanutha, a name that might have descended to her from some mountain-princess; or perhaps it is Cynthia, name beloved of Elizabethan poets. She is weaving a coverlet, and as she weaves she looks at a yellow strip of paper on which her mother's mother traced the lines and figures of the draft.

"Thoreau says that the value of a thing is determined by the amount of life that goes into it. If Dalmanutha and Cynthia valued their work according to Thoreau's standards, only a queen or a millionaire could possess one of their coverlets, for almost a year of a woman's life goes into the making of a mountain 'kiver.' It is just as if a painter had to manufacture his canvas, brushes, easel, palette, and paints, or a sculptor go to the quarry and dig out a block of marble for his statue.

"In the old days a linen thread was used for the warp, and flax had to be grown, hackled, and spun. Now the coverlet is of cotton overshot with wool, and these materials, too, are a home product. The women work in the field, hoeing the cotton, gathering it when it is ripe, picking it, carding it, and spinning it. The sheep must be sheared and the wool picked, washed, carded, and spun. Then they must dig roots, collect the barks of different trees, set the 'blue-pot,' and make the dyes according to ancestral methods. When all this drudgery is finished, the mountain-woman seats herself at the loom; her bodily weariness falls from her like a garment; she is no longer a tired drudge, she is an artist, and she breathes the diviner air of that region where beautiful things are created. If a sculptor or a painter should enter her cabin door she might greet him as a sister greets a brother; and I think that if the God of Beauty became incarnate and walked the earth searching for his most faithful worshiper, he would not find what he sought in any studio or art-shop; his search would end on some Southern mountain, among gaunt, haggard women toiling for two seasons to make the thread for shuttle and loom, spending the short winter days weaving a fabric that will last to the third and fourth generation, and finally christening their work at the springs of fancy with a name that sounds oftentimes like a song or a poem."

Not a little of the charm of the coverlets is due to the names given them by their designers. Some of the names are windows, says the author, "through which I look into the lives of my mountain sisters"; others are flashes of humor, gleams of teardrops, poets' imagery, women's longings, and pages of history. The history of the country from the Indian wars to Lee's surrender is traced by the names of coverlets. Here are some of the poetic ones:

"'Star of the East,' 'Rose in the Wilderness,' 'Rose in the Garden,' 'Star of Venus,' 'Wonder of the Forest,' 'Flower of the Mountain,' 'Rose Leaf and Bud,' 'Sunrise on the Walls of Troy,' 'Rose in the Valley,' 'Wreaths and Roses,' and 'Morning Star' are not merely poetical, they are poetry itself. The weavers who gave these names to their coverlet designs were poets, but they died 'with all their music in them' except the few notes we hear in those simple phrases that one loves to say over and over with a regretful thought of the woman whose soul held something for which she had no means of expression except the weaving and naming of a coverlet. . . .

"'Lonely Heart' tells a story of a deserted wife or a maiden forlorn. 'Flowers of Edinboro' is a Scotch emigrant's sigh for her native land, and if you knew nothing of the origin of those mountain-people, such titles as 'Queen's Patch,' 'King's Flower,' 'Cuckoo's Nest,' 'Penford Chariot Wheels,' and 'Flowers of Edinboro' would tell a story of Scotch and English ancestry quite as authentic as the aristocratic surnames borne by the weavers themselves. 'Young Lady's Perplexity' suggests a maiden hesitating between two lovers. 'The Forty-Niners' commemorates the discovery of gold in California. 'Rose of Sharon,' 'Lily of the Valley,' 'Olive Leaf,' and 'Isle of Patmos' show the Biblical knowledge of the mountaineer. . . . . .

"'Youth and Beauty' and 'Lasting Beauty' are names that tap the fountain of tears. There are some things that we do

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not know until we lose them, nor can we really know a thing until we know its opposite. If you want a hymn in praise of youth and beauty, you must not expect it of the young and the beautiful. Only the old know what youth and beauty are."

The designs came from all sorts of sources: some bear the earmarks of the creator's environment or the habitat of her ancestors; while others are conceived in purely abstract poetic fancy. Tho without inspiring paintings on her walls or bric-a-brac on her mantel-shelf, the mountain-woman sees the same moon and stars that woke dreams in the souls of the great poets, at her feet bloom the flowers that they loved, and "in her brain is the source of all art"—this is how Mrs. Obenchain accounts for the beautiful designs. And she particularizes thus:

"Certain folk-stories and myths are common to all literature, and certain forms of beauty are common to all art. We find them drifting from one country to another, seeking expression in clay or marble or in woven threads. The swastika of the Hindu race is also a Christian symbol and is found in the Roman catacombs of the fourth century, in Iceland in the ninth century, all over Asia and Europe, on old Greek coins, on Etruscan vases, on the pottery of the Pueblo Indian, on the Navajo blanket, and in the decorative work of the Hindu. In the ruins of Yucatan we see sculptured designs similar to the scrolls and rectilinear frets used by Greeks and Romans, and if you place side by side the designs used by the Navajo Indian and the Scandinavian weaver, you would say that artists of the same blood must have created them. The Scandinavian weaver uses the straight lines that are the special mark of Navajo work. The zigzag design that the Navajo uses to represent lightning is found in the textile work of Norway and Sweden, and some old coverlet woven in New England or the mountains of the Southern States may show a pattern whose lines will lead us back to the days of the Vikings."

"THE PLAY WITH A PUNCH"

THE NEW BEE that buzzes in the bonnet of the theatrical manager is said to hum an insistent note about "the play with a punch." No American product can get by the doorkeeper of our playhouses, at present, we are assured, unless it has this pugilistic feature. "The play with a punch," explains Mr. Adolph Klauber in the New York *Times*, "is the kind that contains at least one oratorical, emotional, or extravagant period, leaving the auditor breathless when the curtain falls." The authors may not be wholly to blame for the inconsistencies of character and plot involved in landing these "punches," but the fact that their plays present these inconsistencies degrades them from playwrights to play-makers, asserts this writer. It is apparently only another mistaken fetish of the producer, like his substitution of "types" for actors, for experience is showing that "as many plays are ruined by such climaxes as are saved by them." Mr. Klauber goes on:

"It is possible, as in 'A Bridal Path,' to produce such a sudden change of mood in an audience that what has hitherto seemed moderately agreeable and diverting becomes pallid and unprofitable by contrast with the more highly colored incident. And if there is only one such incident, or high point, in a play which is otherwise on the flat, it will be hardly enough to satisfy an appetite for the sensational.

"The mistake is due to a misunderstanding or a complete ignorance of dramatic laws and values.

"Drama and melodrama are chiefly dependent for their effect upon the objective exposition. In fact, many such pieces might be played in pantomime and still be intelligible and interesting.

"In comedy, however, the play of wit and humor and the contrast of character and point of view are far more important than mere extraneous incident. When the play-maker, then, proceeds to pull his comic exposition apart in order to introduce the so-called 'punch' he is engaged in an exceedingly dangerous process. And in nine times out of ten his play falls to pieces at this very point.

"There can be no doubt in the mind of any one familiar with the practical workings of the theater that much may be done in the way of shaping and amending the form and substance of a play in the course of rehearsals. But something more is necessary than the mere familiarity with points of favor in current successes and the reproduction of those points.

"Time and again plays are offered in which the tampering has been done without any regard for the character of the play under consideration. And in this way the insistent cry for 'the punch' has worked no end of harm.

"It is exactly at the point in which he attempts to introduce 'the punch,' for example, that Mr. Edward Sheldon has shot widest of the mark in his otherwise charmingly conceived and beautifully written play, 'Romance.' But there is here less

"BOSTON TOWN."

A double-woven blue and white coverlet, whose border celebrates colonial Boston. It was probably woven by Gabriel Miller, Bethlehem, Pa.

obvious violence and a lesser sense of the making of a climax without respect to what has been developed previously.

"And after all, tho it is true that several plays containing the big, forceful scene, 'the punch,' in fact, have been unusually successful, it is equally true that its absence has not prevented success in other cases.

"Is there a 'punch' in 'Milestones'?

"Is there a 'punch' in 'Years of Discretion'?

"Certainly not what the average producer would regard as such.

"A punch, yes, but not represented in violent incident. The punch of these plays consists in their naturally human qualities, in their consistent development.

"The freshest inspiration this season has shown, yes, several seasons, is found in 'The Poor Little Rich Girl.' And the public likes it. The public in possibly larger numbers than have patronized any Belasco production in years is rushing to see 'Years of Discretion.' That same public has been liberal in its patronage of 'Milestones,' and its long London run is a matter of common knowledge.

"It will be a good thing when our play-makers and our producers stop worshiping this recently discovered fetish of 'the punch.' Let them strive a little more for plausibility and consistency. And it's dollars to a pass-out check that they will find it more profitable in the long run, and—in long runs."

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BRITAIN'S AMERICAN CHIEF RABBI

THE OLD ORDER appears to be changing in the world of Judaism, and the adage "*Ex oriente lux*" is reversed when "America, de-Judaized, iconoclastic and irreverent America, has presented the world of Anglo-Jewry with its new Chief Rabbi." This is the *Hebrew Standard's* (New York) phrasing of the choice of Rabbi J. H. Hertz, of New York, to be Chief Rabbi of the United Hebrew Congregations of the British Empire. This post is regarded by Jewry as one of the highest of the kind within the reach of any Jewish rabbinical functionary, but the sway of this officer does not extend over the whole realm of English Jews, as many lay writers in the daily press have assumed. *The Reform Advocate* (Chicago) points out that "the position to which Dr. Hertz has been called is in no sense a government or even an imperial post. The Chief Rabbi is the head ecclesiastical officer of a voluntary association of Jewish congregations in the British Empire. The constituent synagogs at the present time are far from representing the majority of the Jews in the King's dominions. The orthodox congregations of Russian membership have not affiliated with the United Synagog. They are under the charge of their own rabbis." Distinguished as the honor is in some senses, it is in others not to be regarded as a sinecure, as *The Jewish Advocate* (Boston) sets forth the situation to be encountered:

RABBI JOSEPH H. HERTZ,

A Hungarian Jew, educated in the New York schools, elected Chief of the United Hebrew Congregations of the British Empire.

"Imagine a man being President of the United States with nothing but a moral sanction to support his authority. That is the position of the Chief Rabbi of the British Empire. The holder of the office must on the one side lean on the Shulchan Aruch—but not too much—and, on the other hand, he must sense modern movements, sympathize with them, and participate in them. To add to the trials that await him, Rabbi Hertz is threatened with a certain amount of schism, several score of ministers who object to having a superior, who is a stranger, put over them, and the natural clash between the newer and the older settlement. . . . . .

"Dr. Hertz faces conditions the reverse of those with which Hermann Adler had to deal. Unless all the signs are wrong, the heyday of British Jewry has passed. It still has a group of leaders able and sacrificing, but instead of winning new laurels for their community they are in the midst of a hostile world and are on the defensive. This necessity for defense against attack suggests the thorny road the new Chief Rabbi will have to tread.

"It may be remarked that these are not apparently religious problems. True, but the British Chief Rabbinate is not a purely religious office. If we can make the distinction, it is an ecclesiastical office. If the new incumbent is successful it will mean a great deal for a standardized Orthodox Judaism throughout the world. Rabbi Hertz's affiliations permit that, and the office lends itself to such influence, but it is best not to go beyond congratulating the new Chief Rabbi on his election. He has achieved the most worthy office of its kind in Jewry and we wish him God's grace in whatever he attempts to achieve for the glory of Judaism and the Jews."

The American Hebrew (New York) views the election in the light of a "spiritual rapprochement" of the English-speaking Jews:

"It is no inconsiderable triumph for Judaism that this lofty position in the rabbinical world has been attained by a rabbi like Joseph H. Hertz, who received the whole of his intellectual training in this country, while in rabbinical matters he was a pupil of masters as distinguished as Morais, Kohut, Jastrow, and Szold, and was the first alumnus of the Jewish Theological Seminary. Rabbi Hertz has indeed the further advantage of practical experience in rabbinical work in a British colony, but his spiritual training was completed in New York City, and America and New York have their due share in the honor that has come to him. It says something, too, for the increase of friendly relations between American and English Jewry that the electors for the most important post in the latter community have been satisfied to select a candidate from the United States. Of recent years there has been an increasing tendency for English Judaism to adapt many American methods and institutions, such as the Council of Jewish Women, the Jewish Chautauqua Society, the Central Conference of American Rabbis, all of which have been imitated in England during the past decade. This spiritual rapprochement has been crowned by the election of Rabbi Hertz to the Chief Rabbinate of the Congregations of the British Empire."

Speaking from the lay standpoint, the Brooklyn *Eagle* sees the election of Dr. Hertz as "a striking illustration of the progressiveness of modern Judaism."

"Joseph Herman Hertz, it is true, is a native of Hungary, but he studied at the College of the City of New York, was graduated at Columbia, and got his ecclesiastical education in this city. He spent several years in South Africa, was rabbi of the Witwaterstrand Old Hebrew Congregation in Johannesburg, was an energetic agitator against the Boer restrictions on religious liberty, was expelled by Kruger, but went back after England had conquered the country, and only recently has been a pastor in New York.

"There are probably only about 180,000 Jews in the British Islands. There are now fully 25,000 in South Africa, more than in any other dependency of the Empire. In India there are 20,000, and in Canada about as many. Chief Rabbi Hertz is the author of a book, 'The Jew in South Africa.' He is believed to have a fuller knowledge of the conditions under which his people live in all the colonies of Britain than any other man who could have been selected.

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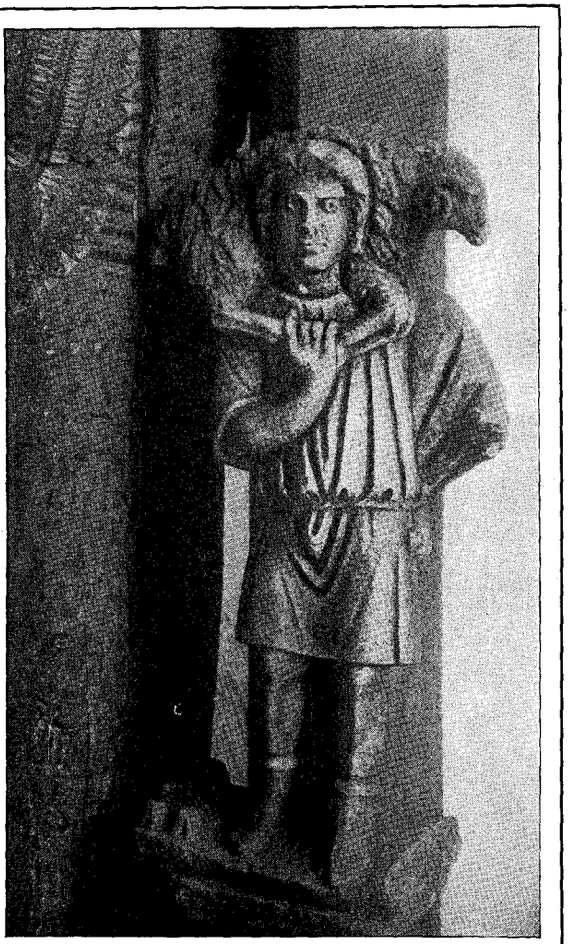
"In bringing the thought of Judaism into touch with modern life, the younger theologians are doing good work. The disposition of the Jewish congregations to encourage this work is interesting. Rabbi Hertz will be a loss to New York. He ought to be a great gain to Judaism in Great Britain."

THE OLDEST SCULPTURED CHRIST

THE MOST FAMILIAR representation of Jesus comes to us from the medieval world, showing his death on the Cross, but the earliest Christian artists carved him as the "Good Shepherd." The first, says Dr. Franklin Hamilton in *The Christian Advocate* (New York), pictures a false view of Christian duty, tho "it is the tradition of a thousand years," and he prefers the second. No authentic portrait of Jesus exists, so "we know not what may have been the appearance of the Son of Mary." "The first Christians did not dare to image the Son of Glory," but the earliest to essay the task of representation have left behind one example that now reposes in the Imperial Museum of Constantinople. Dr. Hamilton gives us this account of it:

"It is of quaint design. It is battered, squat, unsymmetrical. Untrained hands formed it. The casual eye scarce would deign to rest upon such a monument. And yet how full of meaning. How unspeakably precious this rude monolith. It is the earliest known carved representation of the Lord. It is an archaic sculpture brought from an early Christian tomb in Asia Minor. It shows an Oriental shepherd of grotesque but gentle mien. He is a toiler, a peasant. He is coarsely garbed and smiling. On his broad bent shoulders rests a lamb.

"I am glad that those first Christians did not picture the Lord as a conqueror, who builded his throne on the tears and blood of humanity. He marched to conquest, but not with horses and chariots. He went with music, a shepherd song."



CHRIST, THE GOOD SHEPHERD,

As the earliest Christian sculptor imagined him; not as the Man of Sorrows. In the Imperial Museum of Constantinople.

There are not a few bas-reliefs, mosaic, and fresco representations of the Good Shepherd, come down from very early times, but this one is accorded the primacy over the others, of which we read:

"Among such is the well-known caricature of the Christ, a pagan *graffito*, probably of the second century, which was found in the palace of the Cæsars at Rome. One of the very earliest of these portrayals shows Jesus as Orpheus playing on his lyre. But 'the number of free statues of early Christian origin is exceptionally small. Scarcely a half dozen of Christ have survived from the first centuries.' These all show Jesus as the Good Shepherd. Of them two figures are preserved in the Lateran Museum. There is a third in the Church Museum of the College of Rome. A fourth is preserved in the Basilica of San Clemente. Still another small statuette of the Shepherd Christ was found in Seville, Spain. Without doubt, however, the oldest of all these statues, and the one, therefore, holding deepest significance, is the image which now so jealously is guarded in the Imperial Museum at Constantinople. None of the others is of a date earlier than the beginning of the fourth or the latter part of the third century. But the figure in the museum at Constantinople dates probably from the beginning of the third century. It even may have come from the latter part of the second century.

"To the end of his days, this Stamboul figure excited the profound interest and enthusiasm of the celebrated German archeologist, Ferdinand Piper."

BAPTIST BELIEFS AND CHURCH UNION

THE RECENT MERGER of the Free Baptists with the regular Northern Baptists has been looked upon as a start in the direction of Protestant Church union and as giving Baptists a claim to leadership in the movement. Nor does President George F. Horr of the Newton Theological Institute disclaim such distinction for his denomination when discussing the Baptist attitude toward union in a recent number of *The Congregationalist*. At the same time, however, he does not think that Baptists are willing to give up everything, and he would have us bear in mind that, after all, "denominationalism is not wholly bad." We ought to be "justly suspicious of any movement toward so-called unity that rests upon the assumption that one faith is as good as another, if you are only sincere about it, and that you can promote a Heaven and Hell Amalgamation Society because there is no heaven and no hell." Indeed, he remarks, "there is nothing that the advocates of church unity may so wisely seek to be delivered from as the sort of unity which comes from abandoning positive convictions about religion because of the notion that no religious convictions are worth anything." Dr. Horr was also careful to remind those who heard him at Harvard Church, Brookline (where this article first appeared as one of a series of Sunday afternoon addresses), that "the Church unity toward which we are working must be a growth, not a manufacture." Furthermore, he said, Protestantism may be divided into three groups: the Established Church in England and the Episcopal Church in this country, the Presbyterian group, and the one represented "by the Congregational and Baptist denominations and, so far as polity is concerned, by the Universalist and Unitarian communions," which "stands for a fresh view of the church itself and for its democratic constitution." Going on:

"The question naturally arises, Why should not organic unity be sought within these and other historic groups first of all? Would not that be the natural method? When the matter of union between the Baptists and Episcopalians, for example, is discust, a class of questions is raised which is not in mind when union between Congregationalists and Baptists is proposed. In

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a certain sense, therefore. it is impossible to say what any denomination should sacrifice for the sake of union. What it would be willing to sacrifice would depend upon those with whom the union is proposed. And the issue would take the form not only of a list of matters that could be conceded, but also of a list of items that could be taken over from the other party to the negotiation. Will you permit me to say that the recent union between the Free Baptists and the Baptists affords an excellent illustration of organic union within the group? The doctrinal question at issue and the matter of restricted communion were adjusted by recognizing the autonomy of the local church within the brotherhood. Northern Baptists, at least, appear to have made a precedent in this matter which will be of large significance."

Coming to "closer quarters with the topic of the hour," Dr. Horr declares that the "one cardinal position" of Baptists is "the emphasis upon personality in religion." "The relationship of the soul to Christ should be uncovered, free and immediate. That is why we hold to the separation of church and state and oppose infant baptism." Hence after defending at some length the Baptist position regarding infant baptism and the mode of baptism, the writer declares that "it cannot be insisted upon too strongly that baptism is not our distinctive principle. The dividing thing is our principle of a regenerate church." Hence, when it is asked, "What do Baptists find themselves unable to sacrifice for the sake of union with other evangelical churches?" it seems to Dr. Horr that their answer is:

"The congregational order, religious liberty, and the spirituality of the Church.

"As to the mode of baptism, the English Baptists and some of their American brethren are advocating one of two plans. The first would leave the mode to the individual. This is open to the objection that it practically gives countenance to infant baptism.

"The second is that baptism should be disassociated from church membership. This is open to the criticism that it would not promote church unity for churches that regard baptism as a condition of church membership—and this is true substantially throughout Christendom—could hardly receive members from Baptist churches. The church letter would be no evidence of baptism. Neither of these plans commends itself to the vast majority of American Baptists. Personally, I believe we should maintain the primitive form of the symbol."

And the sacrifices Baptists would be willing to make are stated by this speaker as follows:

"1. Northern Baptists by their union with the Free Baptists have practically remanded the matter of so-called 'close communion' from the denomination to the individual church.

"2. We may properly countenance the public dedication of infants on the part of their parents to the Christian life with the insistence that the observance shall not be called baptism or in any way confused with it.

"3. We are showing by the organization of the Northern Baptist Convention and the increasing vogue of permanent councils that tendencies toward representative government are bringing us into closer affinity with more centralized communions.

"4. We may appropriately welcome a larger liturgical element in worship. This attitude on our part would do much to break down a bar to church unity that has been more serious than many suppose."

Finally, Dr. Horr hopes that those who have followed him in this discussion—

"have received the impression that while the differences between the Baptists and other communions are somewhat radical, the movement of our life has been toward closer relationship toward all other evangelical denominations, so that, as has been shown over and over again—last month so brilliantly at Chicago—there are few bodies of Christians that are more absolutely sympathetic with church unity. In every work of moral advance and evangelism and missions and education I believe you may count on the Baptists to stand with other communions, without any jealousies or reservations. If they fly a ship's flag they take orders without hesitation from the flagship."

ARE WE LOSING TOUCH WITH GOD?

MANY MAY DEMUR to the proposition boldly put by a religious editor in Chicago that this generation has lost the personal sense of nearness to God enjoyed by our fathers. The editor of *The Continent* does not specify whether he has noticed this loss more particularly in Chicago, or whether it reaches as far as New York. If he means that there has been a cooling of that religious fervor of the old camp-meeting and revival days, most people might agree, but he specifically denies that that is what he has in mind. What he finds is that the Church has come to regard God as a being afar off, and if he is right, then there has been a serious change in the religious life of our age. While there is less atheism in the world now than in many previous ages, he argues, we seldom hear exprest the sense of personal relationship with the deity, and to say that we do right because God commands it would sound to-day like a "pious affectation." Even a devout man hesitates to speak of himself as personally directed by God. "America to-day is forfeiting God-sense. God-belief stands; perhaps is growing. But God-sense is fading out." The writer goes on to discriminate:

"This is not referring to anything in the nature of mysticism or spiritual ecstasies. Raptures lifting the soul to celestial dreamlands have never been the experience of more than a few exalted saints. Doubtless they never will be ordinary to Christians.

"But what is here meant was once almost universal with religious men—an every-day basis of life for the most prosaic laypeople of the church. It was, in truth, counted the very essence of the thing called religion; a man was not supposed to have religion at all until he had some realization of personal dealings with his Maker. . . . . .

"'Him with whom we have to do'—in all the stern necessity and inevitableness of those majestic monosyllables—was, to men so living, just as vivid and pertinent a description of God as it was to the apostle who first penned the words.

"God was to them the one unescapable fact of the universe."

The real question involved in the change of conditions is: "Can the God-sense of a generation fade out, and not take with it that generation's moral strength?" The answer is implied rather than attempted in what follows:

"In times past of Christian experience the main reason why men were strong to do what they understood to be right was their feeling that God would mark their failures if they fell short.

"Doubtless it was fear in the first stages of Christian living—in the more seasoned of God's servants, it was loyalty—but whichever it was, the pleasing of an eternal Master was a compulsion which forbade men to shirk or cower or retreat and prevented their sneaking away to indulge the languors and appetites of the flesh.

"Under that compulsion stout hearts went to the stake and welcomed slaughter rather than violate the least item of their opinion of truth and right. Under that compulsion men attempted enterprises of incredible hardship and apparently certain failure—just because they felt God expected it of them.

"But now all this background of 'God and I' has grown to be so unaccustomed that the average layman thinks it almost freakish for one to say that God expects of him anything at all.

"The sense of God standing by and giving instructions for a man's life—even of God's standing near to approve when he does right and condemn when he does wrong—is hardly to be found at all in the modern man's store of rational, down-to-the-fact ideas.

"But has the modern man anything to put in place thereof which will give him equal steadiness in stalwart morality?

"Ingrained respect for the eternal and immutable laws of right; beautiful sentiment about what a human being owes of fairness and sympathy to his fellow humans, and prudence which cannily sanctions the wisdom of the golden rule, are the safeguards on which the twentieth century imagines it can depend for ordered morality among men and for individual character fit to bear stress.

"But these will not do for the long strain; they will not supply permanent moral motive power. Loss of God-sense means eventually the breakdown of right-doing wherever right-doing is difficult or against immediate apparent interest."

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NEW FUEL AT LOWER COST

WHAT is believed to be a solution of the pressing gasoline problem has been found in a fuel to which has been given the name "Motor Spirit." It is said by *Motor Age* to cost three cents per gallon less than the fuel now generally used for motor-cars, and to give 25 per cent. more mileage. This fuel, like gasoline, is a by-product of petroleum. The production of "Motor Spirit" is described as "a discovery." It resembles gasoline somewhat closely, except that the color is yellow instead of white, and the odor more pungent. Another difference is "a slightly greater range of boiling points," the minimum being somewhat lower and the maximum slightly higher; because of this the motor may be started perhaps more easily with the new fuel than with the old. The gravity is somewhat heavier, ranging as it does from 52 to 55 degrees, while gasoline commonly runs from 58 to 60. "Motor Spirit" is put out by the Standard Oil Company. *Motor Age* says further of it:

"It is not so much the lower cost of the fuel or its greater power that means so much to the motorist. It is the fact that by its production the output of fuel for gasoline engines from a given amount of crude petroleum practically is doubled. This will tend to prevent further rises in the price of gasoline, altho, according to the Standard Oil Co., it probably will not lower the price of gasoline on account of the threatened rise in crude.

"Motor Spirit is a by-product of petroleum, additional to any which has been obtained heretofore; that is, in addition to the quantity of gasoline which formerly has been obtained from a given amount of crude almost the same quantity of Motor Spirit is obtained. This has been made possible by an invention of W. M. Burton, and patents for the process were granted only the first of the year.

"It is stated that the yellow color and the offensive odor could be done away with by a process of deodorizing and decoloring similar to that employed with gasoline, but such refinement would make the product just as expensive as the older fuel. The use of Motor Spirit requires a slight adjustment of the carbureter, as it requires more air for combustion than does gasoline.

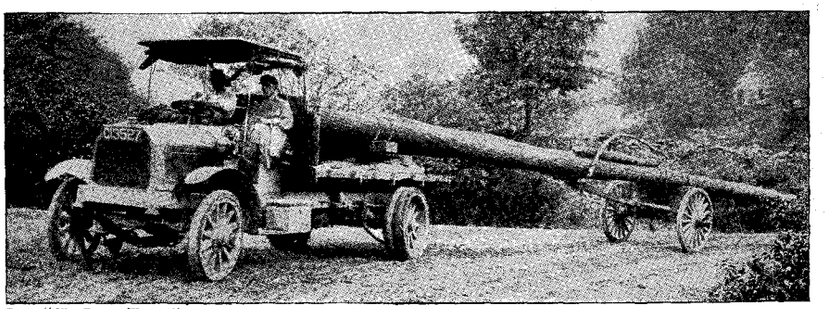
"Altho the new fuel has the very desirable advantages of lower cost and increased economy in miles per gallon, it has in its present state several disadvantages which may militate against its wide-spread adoption, particularly for use in pleasure cars. In fact, the Standard Oil Co. is not offering Motor Spirit as a pleasure-car fuel, but only as a fuel for motor-trucks and for stationary engines, altho it can be used for pleasure cars.

"One of the chief disadvantages, particularly where cars are to be driven on the boulevard, is that the exhaust is in the form of a white smoke, quite similar to that due to an excess of oil. It is stated, however, that by reducing the quantity of oil the smoking is to a great extent overcome; in fact, it is found that quite a little less cylinder oil may be used safely with Motor Spirit than it would be safe to use with gasoline. There is a slight carbonizing of the cylinders similar to that found when an excess of oil is used, but this deposit is soft, and a weekly application of kerosene has been found to keep the cylinders clean. The fuel, altho giving initial explosions on starting and letting the motor run for several minutes, will seem to choke up occasionally until the manifold gets warm. This is due to the condensation in the manifold, which seems to be much more pronounced than when gasoline is used. With the short intakes, however, this difficulty could be avoided.

"The odor of Motor Spirit, tho unnoticeable in the open air, or in small quantities, becomes somewhat pronounced when a tank full of the fuel is kept in a closed room. For motor-truck work there is little objection to smoking, and where the odor is not a fault Motor Spirit will have its greatest field. The great consumption of gasoline by commercial vehicles has been threatening the available supply for some time and has been advanced as a chief reason for the increase in price of gasoline. The new fuel, however, should do very much to relieve this situation.

"Motor Spirit has been under test by the Standard Oil Co. in its own pleasure cars and trucks for several weeks and has proven its superiority in the matter of efficiency."

Motor Age believes this fuel meets the present day requirements, which are greater mileage at lower cost. While it comes from the same source as gasoline, it is not obtained at the expense of gasoline. "When

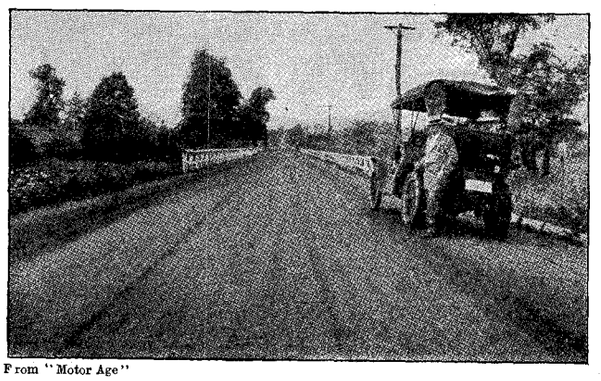


From "The Power Wagon"

HAULING GREEN TIMBER TO THE MILL.

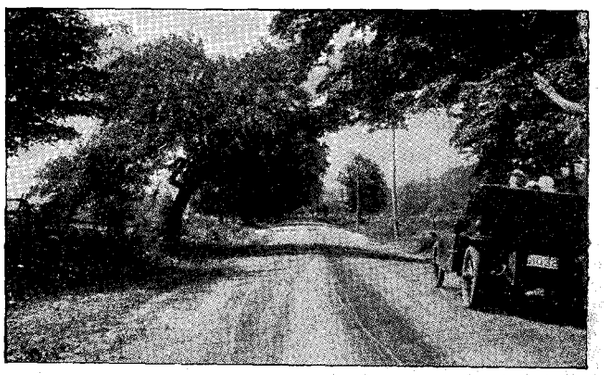
From "Motor Age"

ALONG THE CALIFORNIA COAST NORTH FROM SANTA MONICA



From "Motor Age"

BITUMINOUS MACADAM NEAR HARTFORD, AFTER A HEAVY RAIN THAT LEFT NO TRACES.



WATER-BOUND MACADAM BETWEEN NEW HAVEN AND WATERBURY.

TWO FINE STRETCHES IN CONNECTICUT.

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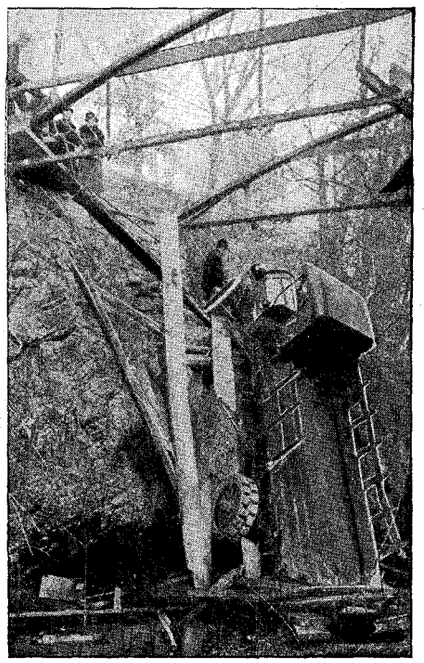
you get a gallon of gasoline there is also a gallon of the new fuel." In these circumstances, the available supply seems to have been doubled, or rather more than doubled, because the new fuel gives 25 per cent. more mileage than gasoline. It is expected that "Motor Spirit" will be used mainly, if not altogether, in commercial cars. It is not put forward as a substitute for gasoline in pleasure cars. Use in motor-trucks, however, will give a long-looked-for relief. It was the advent of the truck that raised the price until it became so serious. "Motor Spirit," in case it fulfils all the expectations that have been formed of it, will permit the use hereafter by passenger cars of thousands of gallons of gasoline which have been absorbed daily by trucks.



A MOTOR VEHICLE THAT CLIMBED OUT AND WENT HOME.

The above illustration shows a three-ton truck of the Velie make, after it had fallen through a bridge at Port Byron, Ill. The accident occurred last December. The only damage that was done to the truck was a loss of running boards, fender, and the exhaust manifold. As the truck had already been provided with an extension of the counter-shaft of the transmission apparatus, it was found possible to fit a sprocket to it for use in driving a capstan, or loading winch. The engine, meanwhile, had survived in perfect running order. With the capstan and a wire cable the engine was able to haul its own car up out of the ravine to the surface. After this it was driven home under its own power and resumed work without interruption. Such light repairs as were necessary did not interfere with its work. The escape of the truck from serious injury is attributed to the strength of its frame, reenforced with I-beams.

Meanwhile, there are many signs of other efforts to relieve the strain on gasoline. The New York *Times* hears of an invention "based upon a new liquid, the composition of which is held secret, but now being demonstrated in this city." It resembles "Motor Spirit" in that, gallon for gallon, it has double the efficiency of gasoline. This fuel is said to adapt itself not only to motors but to lighting and heating purposes in houses. Details are given as follows:

"A number of patents cover the generator in which the liquid is mixt with air and the appliances for use of the resultant gas, such as lamps, candles, heaters, and an automobile self-starter. In motor-car use, the liquid is not vaporized and the generator takes the place of a carbureter, the gas and air being then drawn into the cylinder and fired in the usual way.

"It is said by those who plan to put this fuel on the market that its manufacture is exceedingly simple, and that were it a patented instead of a secret process the inventor would be robbed of his deserts, because the formula could be obtained from the Patent Office and the liquid made at home. It could be put on the market at a large profit, they say, at twenty cents a gallon and, if the claim of double gasoline efficiency worked out in practical experience, this would, of course, mean a saving of more than half at the present price of gasoline.

"Motor-cars have been in operation in Buffalo on this fuel for about two years without carbonization or deposit in the cylinders, and have shown good results both in power and mileage."

Automobile periodicals report much interest among their subscribers in the desired invention of a carbureter adapted to kerosene. While no carbureter of this kind has thus far been placed on the market, inventors are known to have obtained encouraging results from their labors. Should practical success attend them, it seems likely that kerosene would be used mainly on trucks instead of pleasure cars. One distinct advantage possest by kerosene over gasoline is its greater safety. Garage fires would be less frequent if gasoline were not stored in them and insurance rates would drop accordingly.

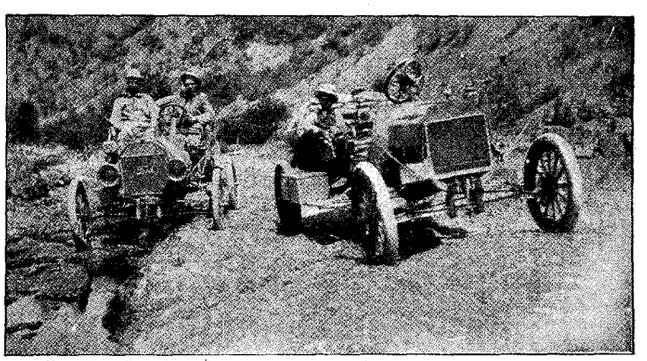
MORE THAN $28,000,000 IN EXPORTS LAST YEAR

For the year ending December 31, 1912, it appears, from reports to the Department of Commerce and Labor, that the exports of motor-cars, trucks, and parts, from this country reached a total of $28,308,118. That sum was an increase of $9,129,634 over the total for 1911. As compared with the exports for 1910, the increase was 114 per cent. *The Horseless Age* adds:

"During the twelve months ending December 31 last, there were sent from this country 23,720 complete automobiles of all descriptions, and representing a value of $23,703,989. From January 1 to June 30, the cars exported totaled 13,860, valued at $13,715,535, while from July 1 to December 31, 9,860 automobiles, valued at $9,988,454, were sent to foreign countries. Commencing with July 1 the Department of Commerce and Labor kept a record of the various classes of cars shipped, and its records show that from then until the end of the last year American manufacturers exported 375 commercial vehicles, valued at $690,104, and 9,486 pleasure cars, with a value of $9,398,350.

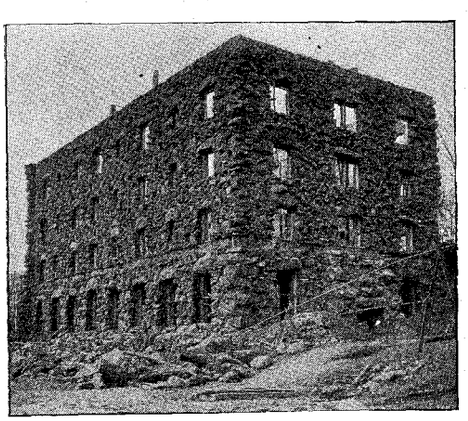
"During 1911 the total number of cars of all types exported reached 15,807, with a valuation of $15,924,361, and for the same period of 1910 the records show that 8,443 cars, valued at $11,210,295 were exported. While the total number of vehicles exported

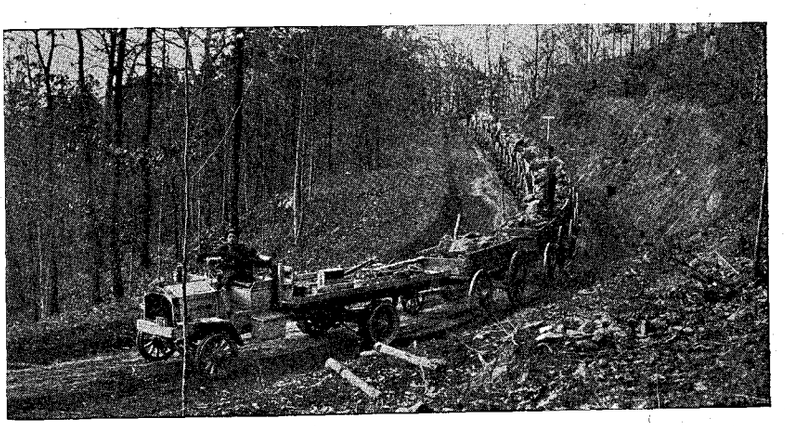
(*Continued on page 524*)



From "The Ford Times"

A ROUGH ROAD IN THE MOUNTAINS OF OREGON.





From "Automobile Topics"

HOTEL OF ROUGH NATIVE STONE IN PROCESS OF BUILDING IN ASHEVILLE, N. C., A THREE-TON TRUCK BEING USED TO HAUL THE STONE, THE COMPLETE LOAD WEIGHING ABOUT FORTY TONS.

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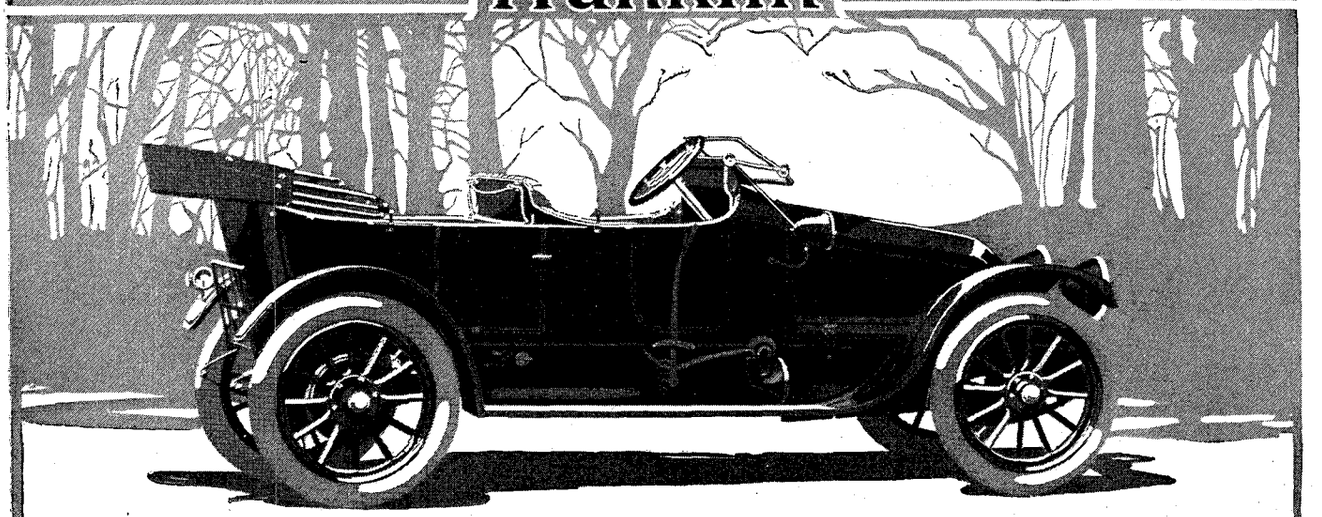
Franklin



"Buy a Light Car"

is the advice of automobile owners everywhere. Tires and gasoline for a heavy car cost too much

The light-weight Franklin goes two to three times farther on a set of tires than a heavier car. Gasoline mileage is increased in proportion.

Light weight means greater ability and easier driving as well as low cost of operation.

Franklin Six "30". A five-passenger car with all the advantages of six-cylinder construction without the usual bulk and weight; nearly 1000 pounds lighter than some four-cylinder cars of equal size. Six-cylinder smoothness and flexibility are very marked in a small engine. $2,900 f.o.b. factory.

Franklin Six "38". A full size five-passenger car with new body of the latest Franklin design. A light-weight car does not require enormous horse-power. The tires on this car are as large as used on well-known cars weighing one-third more. $3,600 f.o.b. factory.

Franklin Six "38". The lightest of all seven-passenger cars. There are five-passenger cars that weigh a thousand pounds more. This light weight gives a family car at an upkeep cost no greater than that of an ordinary runabout. $3,850 f.o.b. factory.

The Entz Electric starter on Franklin cars gives a control similar to an electric. The starting switch is left "on" while driving so that the engine, like an electric motor, is always under perfect control. The engine cannot stall.

There are no restrictions to year-round service with the Franklin. Direct air-cooling eliminates freezing and overheating troubles. There is a greater range of available power because direct air-cooling tends to reduce weight.

Ralph Hamlin, of Los Angeles, driving a Franklin six "38" against a field of high-powered cars, won the Los Angeles-Phœnix desert race. This is the hardest and longest road race ever run; the hardest possible test for direct air-cooling.

The Franklin is a car which stands up under the most severe service and which gives back its first cost in economy of tires, gasoline, and upkeep.

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50 women were asked

In Chicago 50 women were asked which department store they preferred to patronize.

47 of them said

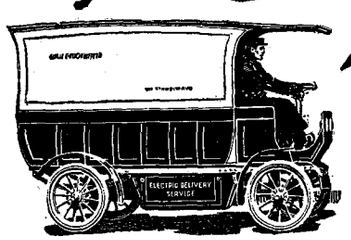
one or other of four establishments on State Street, because the ***deliveries were prompt.***

27 of them said

they had ***stopped*** patronizing certain stores because of relatively poor delivery service.

The four establishments ***favored*** with patronage operate 189 Electric Commercial Vehicles.

Doesn't this point to Electric Delivery for you?



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(60)

MOTOR-CARS

(*Continued from page 522*)

during the month of December last was less than during the same period of the year previous, the value of the car exports is greater for 1912. Last December, 87 commercial vehicles and 1,926 pleasure cars, with a value of $2,060,812, were exported, as compared with 2,247 cars of all types, valued at $1,933,430, exported during the same month of 1911. There was a marked falling off in the imports last year. During the year 1912, there were imported into this country 868 complete cars, with a value of $1,999,587, and parts valued at $275,819, a total of $2,275,406, as compared with a total of $2,446,248, representing 972 complete cars, valued at $2,098,481, and parts to the extent of $347,767, for the previous twelve months. For the twelve months ending December, 1910, there were imported 1,024 cars, valued at $2,080,555, and parts valued at $656,653.

"The official figures for 1912 show a falling off from 1911 of $170,842, and from 1910 of $737,208. In the month of December, 1912, there were imported 87 cars of a value of $227,652, as compared with 103 cars of a value of $227,067 for the same period of 1911. There was a more marked decrease in the imports of parts last December over the same month in the previous year, the values of the parts imported during the respective months being $12,694 and $50,325."

AN OCEAN SPEEDWAY A THOUSAND MILES LONG

It is proposed to establish a speedway along the coast of the Gulf of Mexico reaching from Atchafalaya Bay in Louisiana to the mouth of the Rio Grande in Texas. During the winter much motoring takes place in that part of the country, and it is believed that such a speedway would be widely popular. Its length, if completed, would be more than 1,000 miles. Portions of the route are already in perfect condition. Long stretches of it are naturally smooth, hard, and level; some of the mare more than one hundred miles long. The necessary connecting work is believed not to impose great expense. At some points, beach leveling will be required and débris must be removed. At other points there are mouths of rivers which must be provided with ferries. There are numerous fences that run into the water, and permission for their removal will be necessary. A firm of bankers in New York, engaged in developing a new port and establishing industries at the mouth of the Brazos River, are said to be actively interested in promoting this scheme. Along the coast in that part of Texas have been built in late years many good hotels. During the past year several of a superior type, especially intended for tourists, have been erected at Galveston, Houston, Corpus Christi, and other points. A writer in *Motor Age* gives the following additional details of the speedway:

"Extending down and paralleling the mainland of the coast from a point near Corpus Christi almost to the mouth of the Rio Grande, ninety miles, is Padre, which has a perfect natural sand beach on its gulf side and is already an ideal but little used speedway for motor-cars. It is planned to utilize this island beach as well as that which extends down the mainland between Corpus Christi and Point Isabel.

"Separating Padre Island from the mainland is the Laguna Madre, which has a width of one-half to one mile. Radiating out from many of the gulf towns are splendid systems of highway, and plans are on foot to greatly extend these good roads so as to connect them with towns in the more interior portions of the State which would help motorists.

"Between Galveston and the Brazos River there is only one natural barrier. This is San Luis Pass. It is proposed to install a gasoline ferry across this pass and to charge a nominal ferry fee for motor-cars. Preparations are now being made to log the beach all the way from Atchafalaya Bay to the mouth of the Rio Grande. This trip will also be in the nature of a reconnaissance, or preliminary survey."

LUBRICATING OIL HIGHER

Coincident with, or following, the rise in the price of gasoline, come advances in the price of lubricating oil. These advances are ascribed to the higher cost of crude oil. Lubricating oil now costs about two cents more than it did on January 1; in some places it costs three cents more. There is, however, a wide range of price, from the individual consumer to the large manufacturer, from the small to the large garage. *Motor World* says:

"The jump in the price of the crude product has as one reason the 'supply and demand' story, while there are those who claim to be familiar with petroleum products who declare the agitation is of purely artificial origin and that the increases have been made with a well-defined purpose in certain quarters. By others it is said to be a fight by the refiners for better prices. To the lay mind the fact that certain grades of crude oil jumped at the rate of about five cents a jump and that the jumps were but two or three days apart is at the best bewildering when an attempt is made to recognize a congruity in the relations between price and supply and demand.

"Within about a year, crude oil has increased about 80 per cent. in price. The figure per barrel at the beginning of this period, taking a certain grade of Pennsylvania oil which is recognized as a standard for price variations, was $1.30, but advances have brought this up until the price now stands at $2.33.

"The undue activity in crude oil has given rise to anticipations that the advance in the price of gasoline from 16 to 17 cents made by the Standard Oil Company, January 1, would be followed by a further increase, and predictions and rumors have said the next advance would be to 19 cents, but the Standard Company apparently has been so busy distributing its recent $50,000,000 'melon' that it has not had time to tickle the gasoline frog sufficiently to cause such an able leap."

MOTOR VEHICLES AND ROAD DAMAGE IN MASSACHUSETTS

It has been discovered that automobiles now form 59 per cent. of the vehicles in use in Massachusetts. This statement is the result of actual counts made on public highways. There has long been activity in New England in discussion and investigation of the question as to the relative effect of horse and motor traffic on highways. Especially is this the case in Massachusetts, where it is found that one person in every 59 owns an automobile. (Presumably this statement refers to adults only.) It was in 1909 that plans were laid for determining the relative proportions of the two kinds of road vehicles. In October, 1912, 49,928 were tabulated. Of these vehicles, 29,204 were motor vehicles and 20,724 horse-

(*Continued on page 526*)

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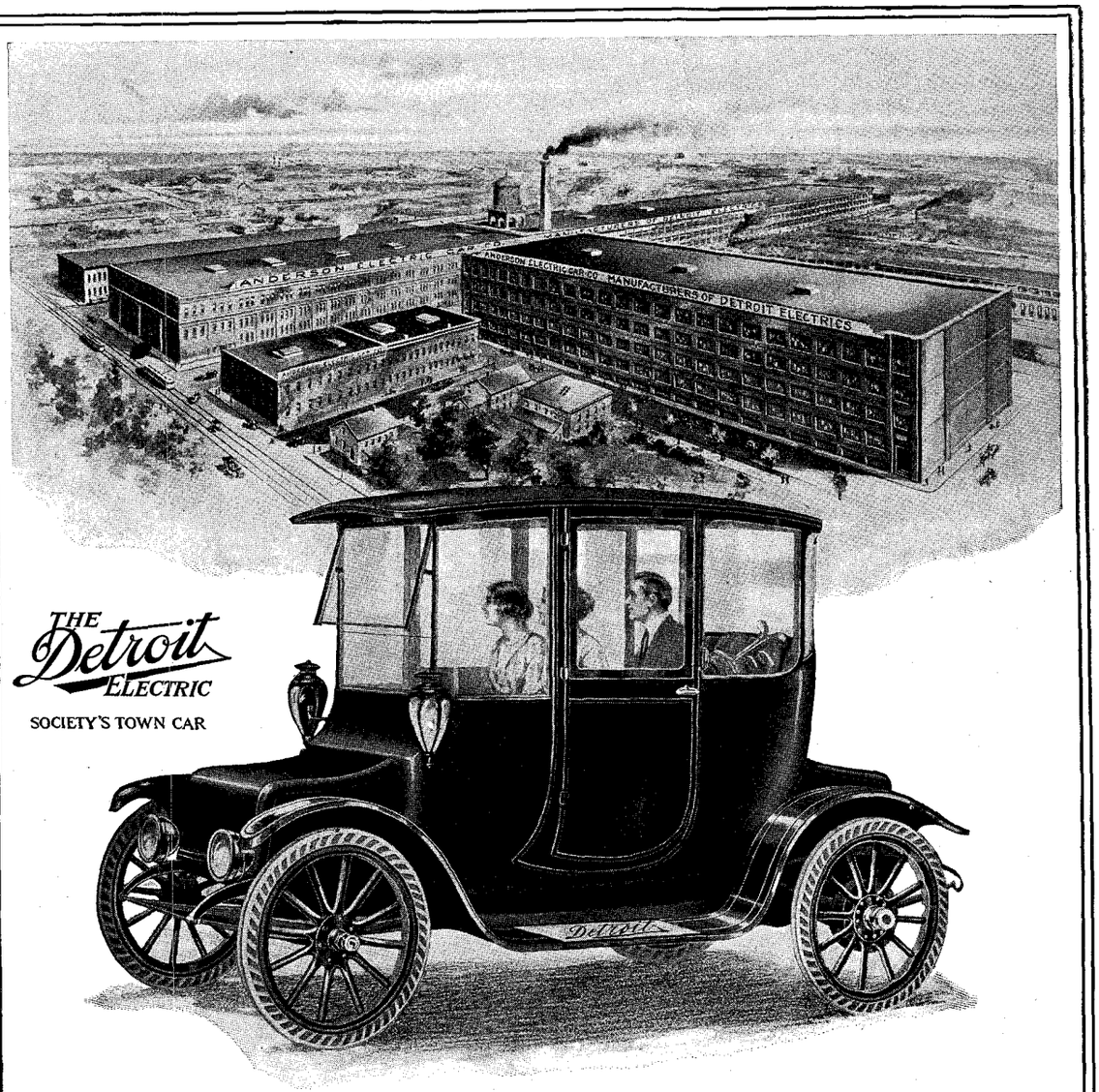
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MOTOR-CARS

(*Continued from page* 524)

drawn vehicles. *The Automobile* comments as follows on the discussion which has ensued as a consequence of this investigation:

"The advocates of horse traffic, that is, the owners of horse-drawn vehicles, would, of course, argue that there being more automobiles than horse-drawn vehicles, automobiles as a whole, and each car in particular, should pay higher taxes than horse vehicles, or the whole expense of road maintenance. They forget, however, the different effects of horses' hoofs and automobile wheels upon the road. A horse, in moving over a road, destroys the roadbed as effectively as only a horseshoe can do it. Steel formed with rectangular edges, driven by vertical fall into the surface, still more deprest to give the fulcrum about which the weight of the horse body is thrown forward. On the other hand, the automobile wheel, shod with elastic rubber, forming an almost perfect ring which gradually engages at every instant the road, without leaving it, and always applying the driving force in a direction almost parallel to the horizontal direction of travel. It would be worth while to make tests of this situation for once; running a horse-drawn wagon over a sample stretch of road and then an automobile over a similar stretch; no doubt the result would be interesting to both automobile and horse-vehicle users, but more gratifying to the former than the latter.

"As a matter of fact, while it can not be denied that automobiles traveling at high speed do destroy the road-bed to some extent by the adhesion of the tires which lasts a very short space longer than the actual driving engagement of the tire surface with the road, a very different situation obtains when the car is traveling at moderate speed. In this case the above-mentioned tearing effect of the tires on the road is practically nil, and to a certain extent they act as rollers which assist in the setting of the road material on the foundation. Now, as an overwhelming majority of automobiles on American roads travel at a normal speed no greater than 30 miles an hour, the beneficial effect of this road traffic by far exceeds the destructive efforts of high-speed vehicles.

"When it is considered that in August, 1912, with 155 stations registering instead of 237, 60,200 vehicles of all kinds were tabulated, of which 40,391 were motor-cars and but 19,809 were horse-drawn, it gives food for study. That changed the percentage to automobiles 67, horse-drawn 33. Of course, there was a large increase in the number of motor-cars registered, and also in the number of tourists. But the figures seem to indicate the fact that motor-cars make long trips, and so during the day the same car would be recorded several times while on the route. Moreover, as the number of stations were diminished, and the distance increased, many horse-drawn vehicles on the road turned off before coming to a station. Therefore the percentage would not be so high for motor-cars had the number of stations been as large as in 1909, altho it would have still changed in favor of the motor vehicles.

"Giving consideration now to the traffic from a truck standpoint for a digression, in considering August of both years, one finds that in 1909 there were 18,000 or more wagons drawn over the highways in August. Of this number 7,113 were drawn by two or more horses, while 11,958 were drawn by one horse each. That represented at least 26,284 horses that were pounding their way along the State highways drawing steel-tired vehicles and doing their share to damage the roads. Motor-trucks were not tabulated that year so a comparison may not be made for 1909 on that basis. However, in August, 1912, trucks were registered and it was found that 1,764 were on the roads. There were 19,809 horse-drawn vehicles registered that month, of which 10,489, or more than 50 per cent., were heavy vehicles. Of this number, 3,725 had two or more horses and 7,278 one horse each. So that the horses on the road numbered at least 14,728, exclusive of those drawing pleasure vehicles. This is a reduction by about 40 per cent. from the 1909 figures, but consideration must be given to the great reduction in the number of stations. So the motor-trucks were but 10 per cent. of the number of heavy vehicles on the road.

"Just for the purpose of comparison let us assume that the horse-drawn vehicles, the heavy ones alone, for we are now dealing with the trucks, traveled but 10 miles a day, while the motor-driven vehicles went 50, it means that the horse-drawn vehicles averaged 104,890 miles, while the motor vehicles averaged 87,200 miles. Therefore it is reasonable to assume that the horse-drawn vehicles traveling over roads on hot days when the sun was burning up the roads did someting to add to the damage that so many are always trying to blame on the motor-cars. And it should be particularly noted that the motor-trucks were but about 3 per cent. of the total traffic in August, 1912, while the heavy horse-drawn traffic was 28 per cent."

SHALL SHOWS BE GIVEN UP?

Signs of opposition in high quarters to annual automobile exhibitions have shown themselves conspicuously within the past two months. It is now four years since French makers decided that a show every year was inadvisable; the outcome was a decision to hold a show every two years instead of every year. While the great expense attending shows was one reason for this decision, another was a desire to avoid interference with the regular course of business. It is curious just now, when real opposition to an annual show has been developed in this country, French makers, after having just recently held a biennial show should have decided to hold another show at the end of one year, and to continue with annual exhibitions thereafter. The chief reason for the change is believed to be the impetus which the annual Olympia Show in London had acquired in leadership of the motor-car market of Europe.

The Horseless Age, which notes these conditions, believes that the industry in America, as a whole, is "overwhelmingly in favor of continuing the shows annually." While it is generally recognized that the shows are "a burden on the industry," that they "cost a great deal more than gate-receipts amount to," and that they tend to interfere with manufacturing routine, great benefits offset these items. While the business actually done at the shows is now "very largely agency business," indirect values to the makers are to be considered. There can be no doubt that the shows have an educational value. Visitors who attend them for the purpose of spending an evening among pleasant surroundings, find a decided impulse is given to their former desires to own cars. The general public is believed now to take greater interest in the shows than ever before. At New York and Chicago the two shows "were uncomfortably crowded every afternoon and evening."

(*Continued on page* 528)

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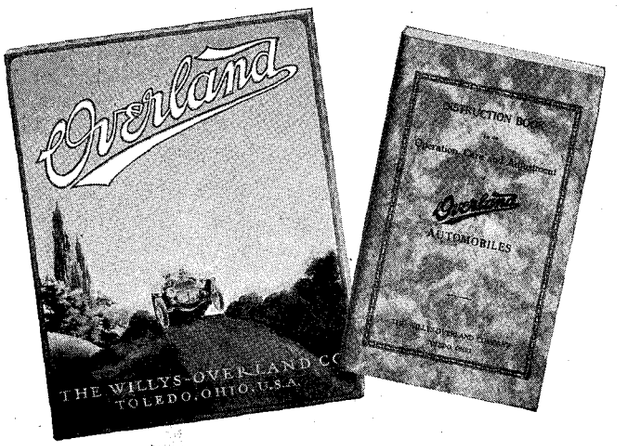

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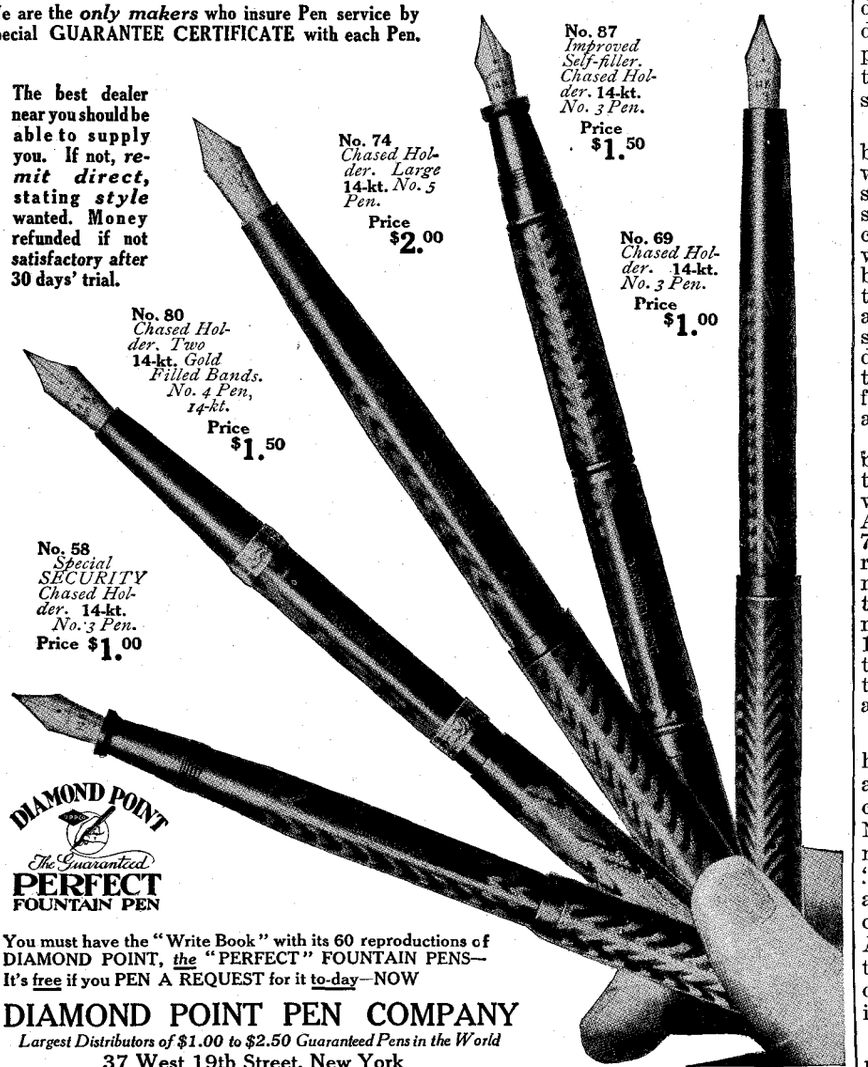
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MOTOR-CARS

(*Continued from page* 526)

In the present opposition to shows Col. A. L. Pope is prominent. He recently sent out a letter to leading men in the industry advocating the discontinuance of shows every year, chiefly on account of the "enormous expense in advertising, decoration, hotel bills, etc." He desired from those whom he addrest an expression of their views, and begins by raising the question, "how long this industry of ours can stand such expense." He finds that in 1912 the gate receipts at the Madison Square Garden Show in New York were only 40 per cent. of the total expenses, the remainder having been borne by the motor-car industry. He regards as serious also "the disorganization of factory and sales departments and business in general during the weeks of the show." Colonel Pope says further:

"Several prominent men in other lines of business have commented to me in the last week as to the expense of the automobile show, and have not hesitated to make the statement that the business they were in could not stand any such expense. I think we are beginning to be seriously criticized by the public, and I feel that it is a question that ought to be discust thoroughly from all points of view, and if for any reason it should be deemed wise by a majority to discontinue shows this is the time to take the matter up, because in the very near future the association will be making leases and arrangements for shows in 1914.

"If you feel as I do, that shows should be discontinued, or at least the matter thoroughly discust by the manufacturers, will you kindly write a letter to the National Association of Automobile Manufacturers, 7 East Forty-second Street, New York, requesting them to call a meeting of their members for a discussion of this matter in the very near future, so that if it is determined that shows be discontinued during 1914 we may be in a position to notify all those who are now interested to discontinue their preparations so far as we are concerned as manufacturers."

The Horseless Age learns that this letter has already started a general agitation among manufacturers in Michigan for discontinuance of support to the shows held in New York and Chicago. About a score of makers in Detroit have declared that "these shows should be under the direct auspices of local dealers, the same as in other cities, particularly in Boston." *Motor World*, commenting on the agitation, declares that for several years most of the car-makers "have viewed the shows in the light of unnecessary evils." It adds:

"Very many of the car manufacturers regularly have come to the shows with nothing to sell, their outputs having been contracted for by dealers far in advance, while the average parts manufacturer has presented himself each year largely because he thought his presence desirable, if not necessary, or because his chief competitor was likely to be among the 'also present.' In other words, if the shows served him no good purpose, they did him no harm. But the general show-going public interests him not at all, and he has but few transactions even with dealers. To what extent the exhibitions serve the purposes of the accessory manufacturers is largely problematical. There never was a show which was not followed by conflicting reports concerning the volume of business which accrued.

(*Continued on page* 530)

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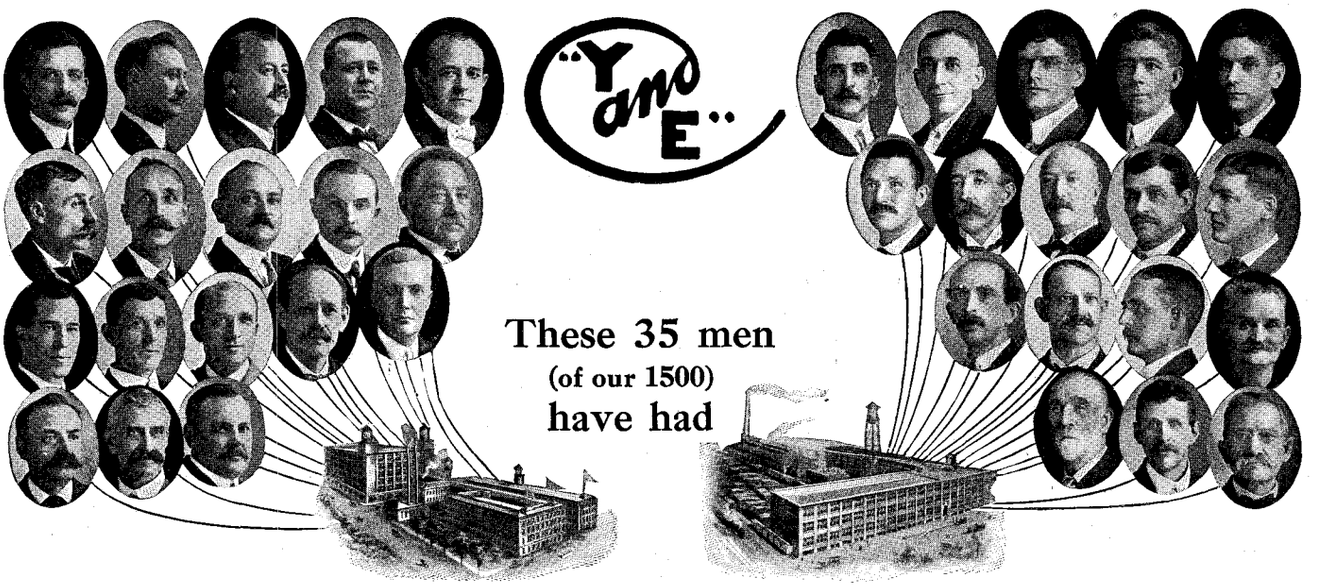

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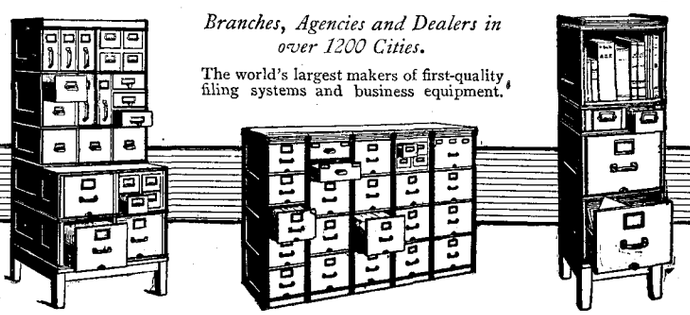

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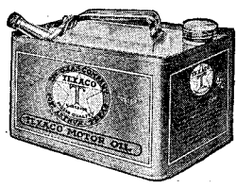

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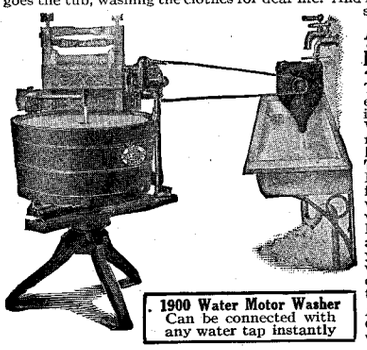

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MOTOR-CARS

(*Continued from page 528*)

"Regardless of such reports, however, and not taking into account the heavy expense which falls on the exhibitors, undoubtedly the point which will weigh most with manufacturers is the almost complete disorganization of their sales operations; that is probably the worst and most widespread effect of the national shows. How complete is the disorganization only those immediately concerned are fully aware, but that it is serious there is no room for doubt. During a period of two months, selling operations are practically at a standstill, and the even tenor of the trade is thrown sadly out of joint.

"Of late years, there are those who have been at pains to point out that the most beneficial effect of the shows is a stimulation, or suggested stimulation of business, which directly profits the dealer, and that by virtue of the fact the shows are well worth while for the dealer's sake. But whether the stimulation is as potent as alleged is a pretty question. In fact, whether it is wise to resort to artificial stimulation is an even prettier question.

"It is not the first time that the discontinuance of the national shows has been broached, and whether the movement undertaken by Mr. Pope will attain that end none can say. The hearty response which has been accorded his suggestion points that way, but many things can occur in the course of a twelvemonth to divert what appears even a strong and well-defined current."

Meanwhile, statistics are at hand as to the financial results of the exhibition in Paris last December. The attendance was "greater than ever." Upward of half a million persons paid for tickets, the receipts being 25,000 francs greater than in any former year. There were 700 stands rented, the receipts exceeding those of previous shows. The cost of the equipment and decoration of the building exceeded that of the last previous show by about 200,000 francs. The expenses for lighting showed an increase of about 20 per cent. over 1910, and the expenditures for staging reached a total of 1,500,000 francs. In spite of these increases, there was a net surplus of between 400 and 500 thousand francs. This sum was distributed as follows: 20 per cent. to the treasury of the organized trade associations; 40 per cent. to exhibitors who are members of these associations, and 40 per cent. to other exhibitors.

THE USED-CAR PROBLEM

Motor World recently offered cash premiums for the best articles containing suggestions for dealing with the problem of second-hand cars. One of the prizes has been awarded to H. G. Chadwick, of Boston, another to John R. Oakes, of Galesburg, Ill. Mr. Chadwick believes the solution of the problem "lies with the dealer himself." No cooperative clearing-house for such cars will ever prove successful until the retail car industry has been placed on a more generally business-like basis. A process of elimination for the "weak sisters" must be established first. There now is too much competition with dealers "who can not resist the temptation to sell a car at a fraction of legitimate profit"; they are able to evade any rules which a clearing-house association might establish. Mr. Chadwick continues:

"One of the leading New England concerns (whose sales greatly outnumber those of other moderate-price car agents) has a system which is followed religiously. Before a prospect's car is appraised, a trained salesman has a demonstration—turns buyer, and makes the owner show him the car's

(*Continued on page 532*)

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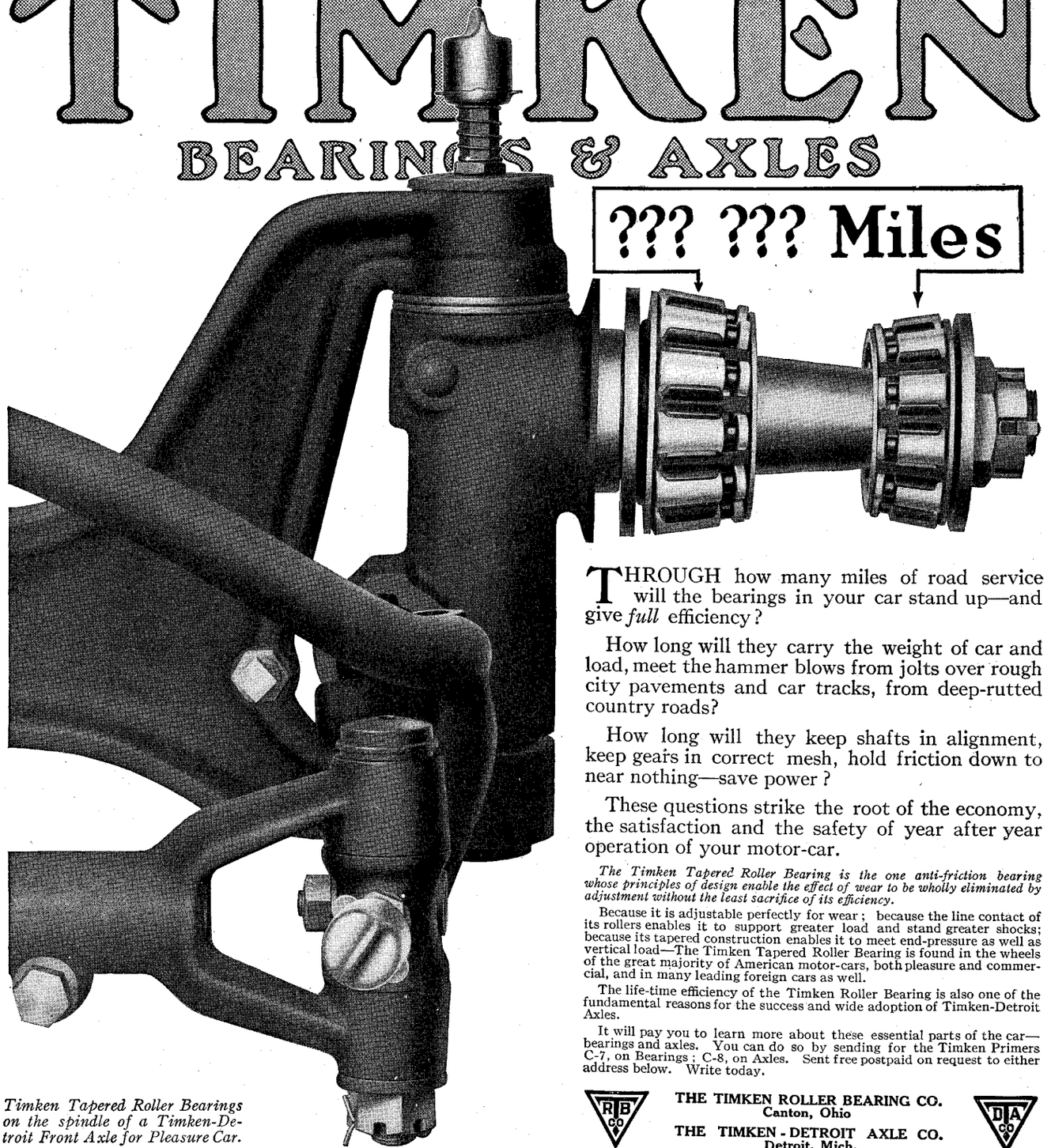

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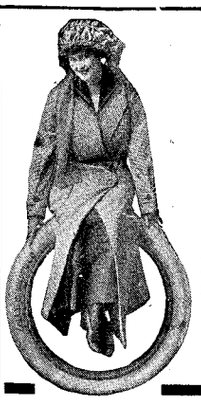

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MOTOR-CARS

(*Continued from page* 530)

good points, while he has eyes and ears open for its bad features. Then a figure is named, which is based upon the condition of the power plant, tires, etc. An estimate of the expense necessary to put the car in a demonstrable and saleable condition enters into the proposition, and, most important of all, the standing of that particular make of car in the local market.

"The unknown or unpopular car shrinks twice as rapidly in the first year's depreciation of the standard make, the manufacturer of which is financially sound and whose reputation is beyond reproach. As a rule, 40 per cent. depreciation for a car that has been run one season is the average, but some cars that are difficult to move bring as low as 40 per cent. of the original cost only after one year's use.

"Often a deal is made in which a car of questionable value is traded in on a propostion whereby the owner gets all over a certain figure which the dealer allows outright, that figure being low enough to protect the dealer against much of a loss; but as a rule the transaction closes with an allowance which must be acceptable to the owner and which allows the agent a fair chance to get out whole and realize the full commission on the new-car sale.

"After the used car is received by the dealer, it is turned over to the second-hand car department, tuned up, thoroughly cleaned inside and out and made as presentable as possible. A cleaned power plant on which a little aluminum paint and lamp-black has been used, together with polished brass, properly inflated tires, and touched-up enamel will work wonders toward creating 'the desire to own' in the mind of the second-hand car prospect.

"If the paint is in very poor condition, a small sum spent in that direction is usually well invested, and before showing a car to any prospect it should always be at its best, and placed where it will show up to advantage. 'Fine feathers make fine birds,' and in the used-car business a little painstaking attention to appearance brings out the truth of the saying, altho some time must also be spent in putting the car in running condition.

"As a rule, we will find that the automobile dealer who curses the necessity of taking second-hand cars in trade is the one who tucks them away in the basement and allows them to become so shabby in appearance that it is almost impossible to secure anywhere near their real worth in the open second-hand market."

Mr. Oakes believes that second-hand cars of the proved standard quality, which originally sold for $2,000 or more, when they become second-hand "should be repaired at the factory and resold in the regular manner." They should be "priced as any other article of merchandise"—that is, at a figure which yields a reasonable profit at the factory for labor and material, and to the retailer for his part, as well as transportation charges." He believes that any standard car handled in this way "will meet with ready sale, because the public already knows the car and trusts the company back of it." He continues:

"Thus is one great item of expense practically eliminated—that of advertising; so that a really high-grade car comes within the reach of thousands who otherwise would buy a new car at $1,000 to $1,500, and not have nearly so good a bargain as they could in the high-grade rebuilt article.

"I believe this system could work adversely to none except the makers and

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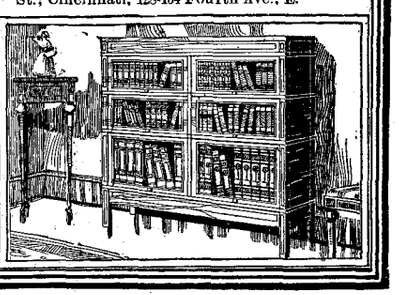

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venders of the cheap, inferior cars, would be a boon to the public, and redound to the success and honor of all that is good in this great industry.

"Cars selling at $500 to $1,500, with few exceptions, are not designed for longevity so much as for initial low cost, so that they close their career of active existence much as did the 'One Hoss Shay.' This general collapse has usually been preceded by a reasonable service for the investment, but it is so general as to baffle any hope of satisfactory reconstruction; so off to the dealer hies the owner and forthwith talks trade. In such a case the dealer has two items to juggle—his commission on his new car and the junk in the old one. Many dealers swap the former for the latter, and, of course, sooner or later, appear discreditably in Bradstreet's little journal of facts.

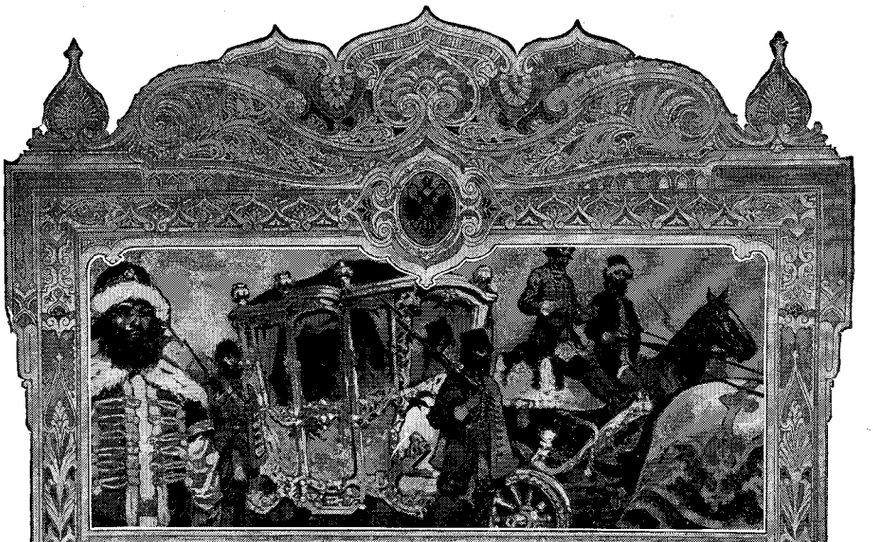
"The used car is not so much a problem as an excuse behind which the price-cutter hides from his own conscience and from outside criticism. His part and place in the trade is regrettable, but will be less and less until price-cutting *via* the used-car route will be as negligible a factor in the automobile business as it has become in any reputable line of merchandising.

"As a last word, the used car has a value relatively easy of ascertainment; to this the owner is entitled, and to no more. No law, agreement nor combination of men can prevent some dealers from giving more, except the law of average, and upon that we may depend for final redress, for it will put such dealers out of business."

DISCUSSION OF THE FUEL REMEDY

Coincident with reports that new fuels have been found for cars—at least for use in trucks, but in that way affording pleasure-cars a greater supply and a consequent fall in the price—come reports of a discussion of the subject before the New York Garage Association. Former City Magistrate Ommen, now attorney for the Automobile Club of America, spoke for himself as the owner of a car and from observations among his friends. Despite the fact that every automobilist is liable to be taken for a millionaire, users of pleasure-cars in general, he said, "are feeling the pinch of the high price." He himself has been using his car very little "on account of the price of gasoline." Many of his friends, for the same reason, "only drive on high-days and holidays." A decline in business has been the consequence, and the garages have felt this keenly. Mr. Ommen believes that the time has come for cooperation on the part of car owners, garage men, makers of cars, and accessories, to enlist 100,000 men, the purpose being "to seek corrective legislation, because the oil monopoly will then come to time instantly." He believes there would be favorable action by the monopoly at once were this organization to approach it with the statement: "We represent $20,000,000 invested in various branches of the automobile industry. What are you going to do about it?" Following Mr. Ommen came a discussion, entered into by Professor William R. Gulick, of Princeton, Robert Baker, a former Congressman, and E. W. Mitchell. Below are points in a report made for *Automobile Topics*:

"Mr. Gulick has a new fuel that he has evolved, and for which he claims most marvelous results. He has been using it in New York City with great power and efficiency. It can be made in quantity, and cheaper than gasoline. He did not give any details of the fuel, stating that he had as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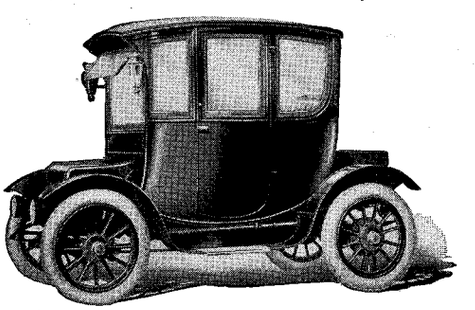

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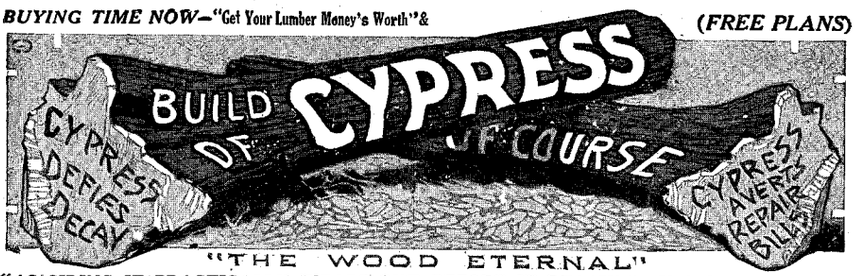

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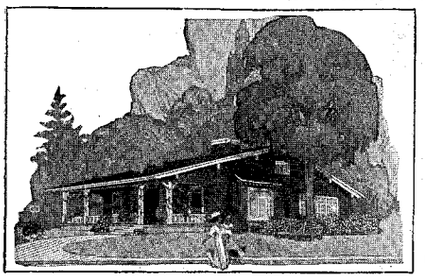

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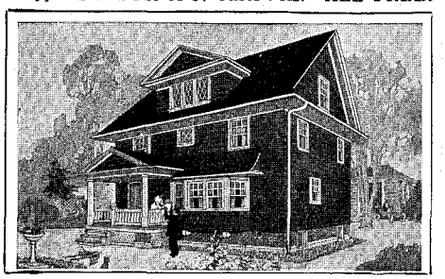

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yet made it only in small quantity for his own use, and had not formed a company to manufacture it. He held out the fuel as a promise for the future.

"A number of representatives of a fuel company were present, and these were greatly exercised by Mr. Gulick's speech. The company has a new process of refining crude oil, known as the Turner process, and is looking for money to build a refinery, and for contracts to keep it going. Hence Mr. Gulick appeared as a rival, and one of the company's men, Robert Baker, a former Congressman, entered into a debate with Mr. Gulick that furnished considerable amusement. Mr. Baker's company has a small plant producing fifty barrels daily, while Mr. Gulick has none, and the emphasis of this fact gave Mr. Baker considerable satisfaction. He spoke at length on the process that his company controls.

"According to Mr. Baker, the process will refine any crude, even the Bermuda that contains 50 per cent. ashpaltum. There are two products, gasoline and coke, and a feature of the process is that the latter does not stick to the stills and have to be chipped out, as is the case with the Standard Oil refining process. Water and crude are used in equal proportions, and either a gas or a liquid may be produced, as desired. No labor is required save to operate the valves to the still, and heat and pressure are the only agents used. Mr. Baker gave the inventor of the process a philanthropic cast by stating that the 'S. O.' had offered him all sorts of money for the process, but that he had refused, and desired to fight the 'octopus.' After the dinner, circulars asking for stock subscriptions in the company that is to produce the gasoline were passed around. It was stated that if enough money be forthcoming, a refinery will be erected within ten miles of New York that will start July 31 to produce 10,000,000 gallons of gasoline a year by the Turner process, at a cost far below the present wholesale price."

A WINTER'S TRIP IN THE FAR WEST

J. H. Stoutenberg last December made a trip in a motor-car from North Dakota to California. He believes he is the only person in North Dakota who ever undertook to make a trip of this kind in winter. His route, in order to get as far south as possible, was in part over a new thoroughfare now under construction, called the Meridian Highway. He followed this route southward as far as completed, and then made for the Borderland route by way of the old Santa Fé trail. From the western terminus of the Borderland route, which is Phoenix, Ariz., he proceeded to Los Angeles by the route taken in the road race of 1912. Following are items in his account of the trip as far as Alamogárde in New Mexico, as printed in *Motor Age:*

"Leaving North Dakota with two inches of snow on the ground at Fargo, Henry

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Thompson and myself started on our trip to the Pacific coast, a new thirty demi-touring type being our vehicle of transportation. Deciding to get on the much-talked-of Winnipeg-to-Galveston highway at Yankton, our route lay through Aberdeen, Redfield, Huron, and Mitchell, S. D., over the unrivaled natural prairie roads of the two Dakotas. The country traversed across both North and South Dakota is as level as a board, with roads correspondingly good, especially where efforts have not been made to improve them.

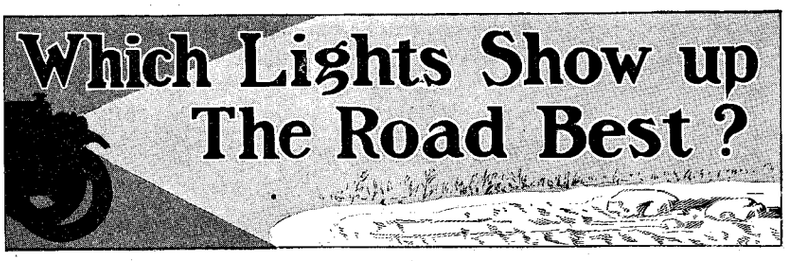
"At Yankton our only means of getting across the muddy Missouri was by ferry-boat. Once across, we easily found the Meridian highway with the use of a No. 5 Blue Book and the liberal markings on alternate telephone poles at turns and road intersections. Northern Nebraska is very rolling, and one notices the absence of rocks or stones of any description. But the roads are all piked and kept in fine condition all the way across the State, through the hustling cities of Norfolk, Columbus, and York. At Columbus one crosses both forks of the sluggish Platte river over bridges totaling nearly two miles in length.

"Continuing on the Meridian road to McPherson, Kans., through Concordia and Salina, we struck west on the Old Santa Fé trail, which follows the main line of the Santa Fé Railroad. At Lyons the New Santa Fé trail from Newton and Hutchinson joins the old trail. This trail is rather poorly marked, but with the aid of the reliable Blue Book we found fine roads as far as we traveled on this trail. Another transcontinental highway that we crossed was the Omaha-to-Denver highway, marked with a yellow band around each telephone pole. We crossed this central east-to-west highway near York, Neb. The Meridian road in Kansas can not be compared with it in Nebraska, tho we found much work being done on same, especially at Concordia, where the road is being hewn out of solid hills of lime and sandstone.

"We left the Santa Fé trail and all other improved roads behind at Dodge City, where the newest of the ocean-to-ocean highways project starts. With the exception of a large sign just across the Arkansas River at Dodge and a similar one where the Borderland route joins the Santa Fé trail (the Trail-to-Sunset) at Phoenix, road signs were from 50 to 100 miles apart, with the single exception of the territory around Douglas, Ariz., where the route is signboarded thoroughly. As a consequence, also because the Blue Book does not yet cover the territory between Dodge City and Tucson, Ariz., *via* El Paso and Douglas, we found it necessary to inquire the road from town to town, with the result of getting the wrong road as nearly often as the right one.

"From Dodge City we struck out southwesterly through dry and sandy southwestern Kansas to the Great Plains for Liberal, one of the cities on the Borderland trail. The towns found on our way to Liberal were Ensign, Meade, Plains. Near Liberal it was necessary to ford the Cimarron River with its sandy bed; this deep sand making very hard going into Liberal. Southwest from Liberal we followed the Rock Island Railroad through the Panhandle of Oklahoma, *via* Hooker and Guymon. Continuing on the Great Plains into the Texas Panhandle, our course led through the towns of Texhoma, Stratford, Dumas, into Amarillo, the commercial center of the Pan.

"A straight road is the exception in this country, everything being angling, with gates to open and close every six to ten miles. There being no section-line roads, as is the rule in the Dakotas, we found ourselves lost as to direction whenever



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Or do you want lights to search out the ruts and inequalities of the road! The illustrations of the lamps here show the difference.

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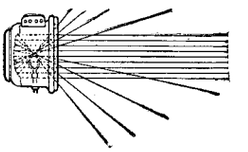
The lamp with a parabolic reflector directs its blinding rays far ahead but cannot diffuse the light to show the ruts in the road directly before the car.

40 Feet Ahead



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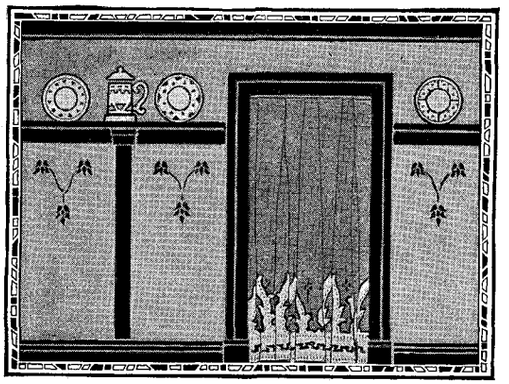

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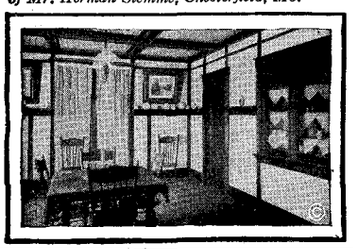
Attractive Beaver Board design in dining-room of Mr. Herman Stemme, Chesterfield, Mo.



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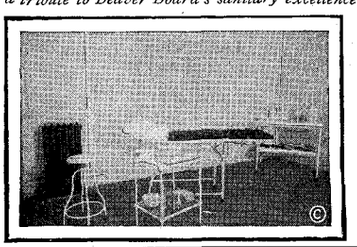

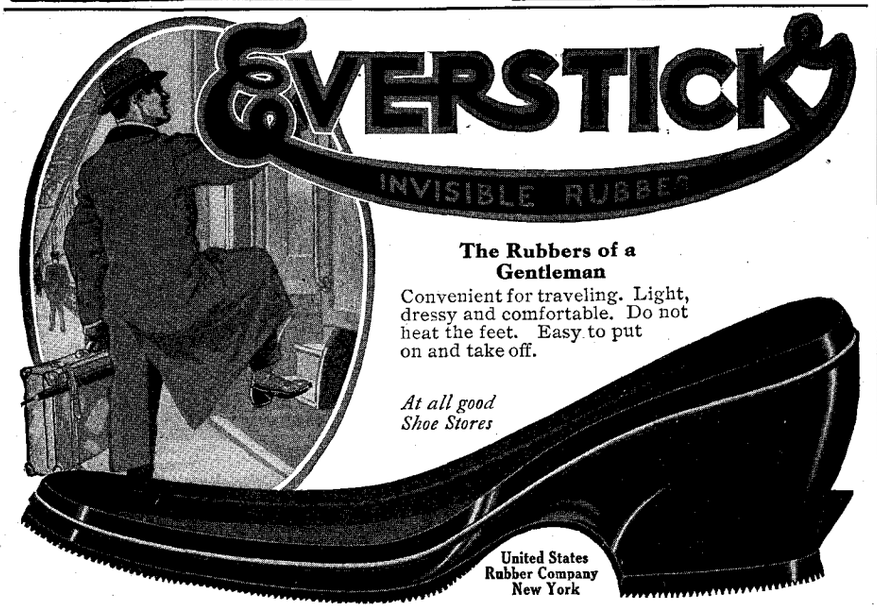

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the sun was obscured. The Canadian River with its sandy approaches was crossed near Amarillo. The only signs of animal life to be seen on these plains besides cattle are prairie-dogs and rattlesnakes in unlimited numbers, with here and there a skulking coyote. Vegetation consists of tufts of buffalo-grass and sage-brush. The country is monotonously level, broken only by the steep-sided arroyos, or dry runs. One thing that bothered us a great deal was the 60-inch track of southern roads.

"Our good luck had a decided setback at Amarillo, for when we awoke the next morning a regular Dakota snow-storm was in progress, continuing all day, making progress almost impossible. We thought we had left the snow-belt behind upon leaving Kansas, but this storm extended to within 100 miles of El Paso over country all more than 4,000 feet in altitude. This storm kept us in Amarillo all day, as finding roads was impossible under such conditions. However we got away the next morning under a clear sky, but with a half-foot of snow to buck.

"Going straight south through Canyon, Happy, Tulia, Plainview, and Abernethy, to Lubbock, we turned sharp west at the latter place to Brownfield, on the edge of the Great American desert. There is a fine toll-road from Lubbock to Brownfield, crossing some bad sand stretches, with a cost of $1 for use of same. The going from Brownfield to Broncho would be very difficult had not the road been scraped this summer by the different counties it passes through. The country from Lubbock to Roswell is very sparsely settled, with ranches about 40 miles apart. Between Broncho and Roswell, N. M., the going is very bad in places, due to the bottomless fine Mescalero red sand overlying all this region.

"The course from Lubbock lies through Brownfield, Plains, Broncho, with a jump to Roswell of over 100 miles with scarcely a habitation to be seen. Vegetation began to change, buffalo-grass disappearing, and sage-brush taking its place. This region has quite a number of alkaline lakes, whose water is deadly to animals and vegetation alike. At Brownfield four inches more of snow fell again during the night, making a very wretched road to Roswell, especially in the almost bottomless gumbo of the Pecos valley. After about 40 miles of continual second-speed work we reached Roswell.

"At Roswell we were cheerfully told that no car had ever attempted to cross the White Mountains since the big snow, and they confidently stated that it would be practically impossible for us to get through. But we would not turn back after getting this far toward our destination; deciding, if need be, to be pulled over the summit by horses if it came to the worst. Therefore we started the next morning determined to fight for every foot of the long climb to the summit. Our mileage the first day was 62 miles, with a rise in elevation of 4,000 feet. The nearer the summit the deeper got the snow, and the last 30 miles we had difficulty finding the road, no vehicle of any sort having crossed since the snow.

"Following the canyons of the Rio Hondo and the Rio Ruidoso up into the heart of the range, we reached the summit, 10,000 feet high, at noon of the second day, after 25 miles of almost continual low-speed work through a foot of snow. At times progress was almost impossible, but with one of us pushing where the snow was deepest and the ascent the steepest, the summit was finally reached, 2 miles above the sea-level, an altitude, I believe, which no railroad attains in crossing the continent. The worst was now over, the descent down the west slope through the Mescalero Indian reservation, bringing us onto a good Government road to Tularosa. Alamogordo was reached in the afternoon of the second day"

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"MAKING THINGS EASIER"

The watchword of car-makers at present seems to be how best to make things easier for the driver and his passengers. At least that is the impression which a writer in *Motor Age* brought away from the recent Chicago show. Motorists, who have already been shown how to start the engine without getting out into the road and cranking it, and how to light their lamps without using matches, on going to this year's shows have been looking around with a good deal of solicitude in order to learn what other labor-saving devices may have been provided. One of these that has caused, perhaps, the most comment is the setting apart of special compartments for the many accessory things which every car should have on board, but some of which are rarely needed. Among these are tools, inner tubes, and curtains, things that were formerly carried in the most accessible places possible. Following are details as to changes for comfort that have been made in cars this year:

"Within the last two years the idea of utilizing the waste space under the running-board and under the apron has been gaining favor, and this year practically all the better class of cars have compartments either under the running-boards or within the apron where tools, spare tubes, and so on, may be carried, and which can be locked. This provides storage for such parts which is accessible and yet does not give a cluttered-up effect to the running-boards. Some makers have gone even farther and disposed of the gas-lighting tanks, storage batteries, and so on, within the curve of the apron.

"One department in which there has been a great deal of experimenting and which shows a wide variety of designs is that of the location of the button or bulb for the horn. It is a matter of safety as well as of comfort that the horn bulb or button, as the case may be, be located where it is most easily and naturally reached by the driver in an emergency and where it can be most quickly operated without requiring that the driver's attention be diverted too much from his business of controlling the car.

"For similar reasons pains have been taken in some instances to arrange all the controls and gauges in such position that they can be most quickly and easily operated. Such has been the reason for the location of the switches and gauges on the Cadillac, for the Packard's control box on the steering column, for the center control board on the dash of the Pierce-Arrow cars, for the emergency brake and gearshift levers between the seats of the Henderson.

"The old screw-on types of radiator-filler caps have been abandoned in many instances and some form of quick-operating cap substituted, as has been done in the Stoddard-Dayton. The latest in seating arrangements of the seven-passenger cars is the method by which the two extra seats are folded down and become a part of the floor and foot-board of the tonneau when not in use. This arrangement is employed on the Overland, Rambler, Packard, Kisselkar, and others. In these the radiator filler is covered by a hinged cap and fastened by a quick-acting latch.

"Accessibility of points which need application of oil or grease at frequent intervals has been made a feature. In the Oldsmobile, for instance, the starting crank is provided with a grease cup. Most of the cars are provided with doors in the apron by which the grease cups on the spring

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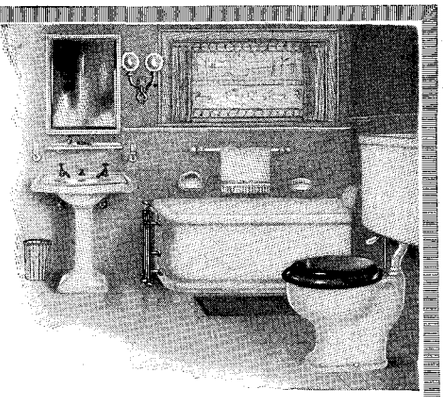

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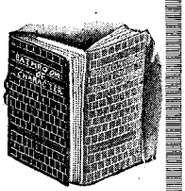

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If you are, I can help you to regain a physical and mental snap and fire that you may not have known since a schoolboy.

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shackles can be turned up without necessitating that the driver crawl under the car. Similar doors in the aprons are arranged for making it easy to adjust the brakes. Making the cranking of the motor easy has been looked to by the location of compression release rods just under the radiator where they are handiest when the motor is to be cranked by hand, as in the Pierce-Arrow and Fiat.

"Ventilators have been made easier to operate and the method of ventilating the forward compartment by opening the front doors partially has resulted in the development of a special latch by which the doors retain the partially open position. Seating arrangements have been the subject of considerable work on the part of the makers. The methods by which the seating capacity of the Oakland coupe and other cars has been increased by having the middle seat set further back than the two other seats have been mentioned before in these columns. Stoddard-Dayton, the Flanders six, and others. In another instance, the Stevens-Duryea, the rear seat of the tonneau has been made adjustable for height by turning a removable crank in the floor of the tonneau.

"More versatility has been shown in the location of the button or bulb which operates the horn than in most other features of the car. The effort has been to place the operating part of the signaling equipment in position where it would be most easily and quickly reached by the driver, and where it can be operated without necessitating that the driver remove his hands too far from the steering wheel, or gearshift lever, or emergency brake. When the horn is needed worst usually is at the time when control of the car must be most nearly perfect.

"In the Cadillac a switch-box has been arranged on the side panel of the forward compartment at the driver's right, and this box has on its side the lighting switches and on its top, within easy reach of the driver's right hand, a button for the electric horn. In the Peerless a compartment is arranged between the two forward seats and on the front of this compartment is placed the switch button against which the driver's hand falls naturally as if it were on the arm of a chair. One of the most logical and convenient places for the location of the electric horn button is that employed in the Stoddard-Dayton. Here the button is located at the upper end of the steering column exactly in the center of the wheel, making it accessible for either hand without removing the latter from the steering-wheel. On the Premier the button is arranged for similar purpose, but in this case is at the end of a tube which sticks out at right angles to the steering column under the rim of the steering wheel at a point where it can be touched by the fingers.

SOME OF THE FEBRUARY SHOWS

Reports are printed in the *Automobile* of shows given in February in Chicago, Minneapolis, Hartford, Milwaukee, New Orleans, Washington, Newark, and St. Louis. The show in Chicago is declared to have been "probably the most successful which the Windy City ever had the opportunity to witness." The attendance reached a total of 175,000; the show extended over two weeks. The average visitor is believed to have been attracted more by a serious purpose as to cars than by a desire merely to see a spectacle; at least, the amount of business done pointed strongly in that direction. The attendance is believed to have shown an increase over last year of 15 per cent. The number of dealers who attended was 3,800, an in-

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crease of about 800. The increase in business done was especially notable in trucks.

The Minneapolis show had a total attendance of nearly 200,000. The sales were estimated at $1,250,000. The number of exhibits was 175 of pleasure cars, 25 of trucks, 50 of chassis, and 35 of accessory exhibits. Many cars were sold either at retail or on contract. The educational side of the show is declared to have been especially good.

Two local shows were held in Wisconsin, followed in the next week by a third. At Madison eighteen dealers contributed to a show which was the third annually given in the State capital. It was chiefly a retail show, the purpose being to make sales direct to consumers. At Oshkosh the show was also the third that has been given annually. It extended over four days, and was entirely a retail exhibition, in that sense resembling the one at Madison. The attendance is said to have been about 6,500. The third Wisconsin show was held at Eau Claire. The attendance reached about 6,000.

At New Orleans 108 cars were shown. The increase in the number of commercial cars was commented on. Several trucks were shown with extra heavy springs, in order to meet conditions on the cobblestone pavements of the harbor district of the city. The armory in which the exhibition took place proved to be inadequate. In the streets adjacent several trucks had to be shown, while in some of the hotels and business houses makers of accessories had to display their wares.

The show in Washington closed on February 15. Dealers are reported to have been "elated" over its success. Sixteen took part. The sales are said to have "more than justified the expense entailed." A feature of the show was the motor-car parade over the principal streets. Nearly 500 machines took part.

In Newark more than 300 pleasure cars and trucks were exhibited. There were 48 pleasure-car firms which contributed and 21 truck firms.

In St. Louis the show opened on February 24, and was to continue until March 8. Everything promised for a much larger show than was at first anticipated. During the first week pleasure cars will be shown and in the second trucks.

Beginning on March 4, Denver expected to hold its twelfth annual show. The Auditorium in which the show was to be held was to be elaborately decorated in red and white, with powerful electric lights. San Francisco expects to open, on April 1, its first truck show, which is to continue two weeks.

TRAFFIC AND OTHFR REGULATIONS FOR WISCONSIN

From Wisconsin, the State whence has proceeded much notable administrative reform in late years, comes word of steps looking toward new ideas in traffic regulation. What is called the "Omnibus Motor Bill" was introduced in the legislature on February 18. It has for its purpose to bring about a more effective automobile traffic regulations. This is to be accomplished by an amendment to the present law providing that, "At the intersection of any public street or highway with any

The ELECTRIC DISCO System
STARTING—LIGHTING

59,000 Starts
—Not a Single Failure or Adjustment

Just now, when motorists everyplace are discussing Electric Starters—it is interesting to note some recent public performances.

At the leading automobile shows, just closed, the thousands of visitors saw the Electric Disco make a record of 59,000 successive starts—not one failure—not even an adjustment!

That's equal to starting your car 20 times a day, 365 days in the year, for eight years.

And these demonstrations were made, not on ordinary 4-cylinder engines, but on the big Six, 60 H. P. type—under full compression.

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What amazed the onlookers most was the speed at which the small compact Electric Disco turned those monster engines.

Instead of the slow "c-h-u-r-n, c-h-u-r-n" so noticeable when an engine is turned by the ordinary electric starter, it would fairly "sing."

One Hundred and Twenty Revolutions per minute was the minimum speed.

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Your engine may be the largest. It may be dead and cold. The oil may be stiff. The temperature may be far below zero, but if you've got an Electric Disco on your car, all you've got to do is press the button and you're off. No failures. No adjustments. No delays.

Remember, too, the Electric Disco not only starts and lights the car, but can be used as emergency power to drive it several miles on High Speed.

Utter Simplicity

The man of mechanical turn marvels at the utter simplicity of the Electric Disco. No instructions are sent save these:

"To Start Car, Press the Button."

"To Light Car, Turn the Switch."

A Priceless Experience

From the beginning of Starters, the Disco has always led. We have successfully equipped over 150,000 cars with Disco Starters.

And, with the coming of the Electric Starter, it was only to be expected that the Electric Disco would lead. For experience always was, is, and ever will be the best Teacher.

First Cost Higher

The initial cost is somewhat above other Electric Starters. But who could expect to buy the most durable and dependable product in any line at a ridiculously low price? And what reputable automobile maker, in order to save $50 to $100, would deny you your choice of Electric Starters?

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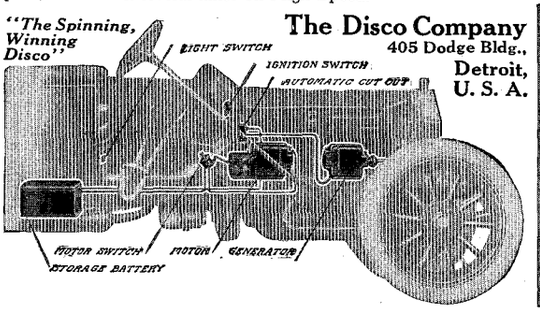

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Please send me your Booklet on Electric Starting and Lighting.

Name.....

Address.....

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What Make of Car do you favor?

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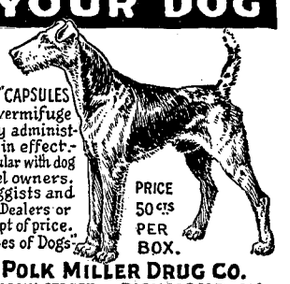

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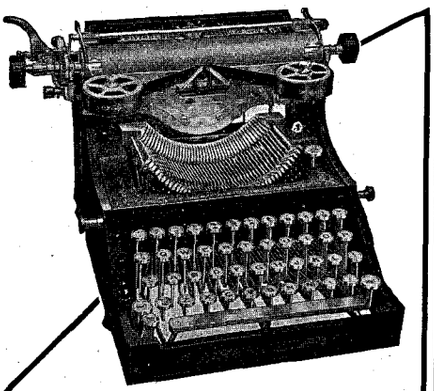

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Will be glad to know how I can become owner of one of your machines.

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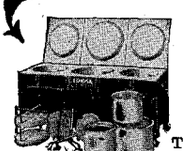

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$3 PREPAID Triplicate pails of pure aluminum seamless. Cook 3 things at one time one compartment of any fireless Cooker, or one burner gas or oil stove.

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other public street or highway in the State of Wisconsin, the operator—of a motor-car or similar motor vehicle—shall have the right of way over any other vehicle approaching him on such cross street or highway from the left."

In this Omnibus Motor Bill are many other provisions. The bill, in fact, concentrates into one law some fifty or more items from present laws pertaining to the use of motor vehicles. Important changes are made in some existing laws. These changes have already met the approval of the Secretary of State, whose department is chiefly interested in the execution of statutes pertaining to motor-cars. Among the new or amended laws, should they pass, are the following:

"Fees.—Fixing the annual registration fee at $5, as at present, but for all motor vehicles registered after July 31 of any year the rate shall be $2.50. All registrations shall expire December 31 each year.

"Sale.—In case of the sale of any car during any year, it shall be unlawful for the seller to permit the use of, and it shall be unlawful for the buyer to use the number plate or plates upon such car, under which the same had theretofore been registered and operated. The seller may, however, by paying a fee of 50 cents, have his registry card and number plates reissued to cover his new car, instead of paying another $5 fee as at present.

"Mufflers.—Every car must be equipt with a sufficient modern and improved muffler to prevent noise, and it shall be unlawful to cut out the muffler on any street or highway within the corporation limits of any city or village in Wisconsin.

"Lights, Brakes, and Signals.—From 30 *minutes after sunset until 30 minutes* before sunrise there shall be displayed on the front of every motor vehicle, while being operated along any public highway, at least one lamp giving a reasonably bright light in the direction in which said motor vehicle is going, and there shall be displayed on the rear one tail-light, which shall display a white light, visible from the rear.

"The use of siren horns, except upon motor vehicles in charge of the police and fire departments and upon hospital ambulance and fire insurance patrols, is prohibited.

"Operation without Consent of Owner.—Any person who shall appropriate to his own use and operate any motor vehicle upon any highway without the consent of the owner thereof, and any person who, knowing such motor vehicle to have been appropriated and being so operated without the consent of the owner, shall occupy such vehicle as a passenger, shall be deemed guilty of larceny, and upon conviction shall be punished by imprisonment in the county jail not to exceed one year, or by a fine not to exceed $1,000, or by both such fine and imprisonment in the discretion of the court."

It is to be noted that the purpose of the last section is to abolish any distinction that heretofore existed between "joy-riders" and actual car-thieves. The penalty here for this offense is greater than was imposed in the former law. It will be noted that the companion of a "joy-rider," or thief, is liable as much as is the principal offender.

The intention of this Omnibus Bill is to promulgate law as to motor-cars for the entire State, regardless of any local regulations. In fact, a clause in the bill prevents the passage of local legislation in any way contravening the State law.

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Marvelous gas-saving speed spray. Lydon Speedler fits every automobile. For economy. For speed. For cooling. As an airbrake. Attach in a few minutes without touching your carburetor. Increases power 20 per cent. Removes carbon. Keeps engine cooler. Positively guaranteed on 30 days free trial. Your money back if it does not pay for itself the first month.

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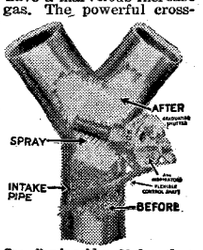

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Write today for full description of this marvelous, money-saving, power-making speed device, postpaid free.

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The Marvels Beyond Science

By Joseph Grasset, M.D., author of "The Semi-Insane and the Semi-Responsible."

Can You to-day draw a clear line between the *Occult* and the *demonstrated facts of Science?* This question is liable to "stump" the best of us, so great have been the advances of science in recent years. Dr. Grasset brings you face to face with a "disocculated realm," presenting phenomena that formerly were looked upon as occult, but which are now fully explained and accounted for, as: hypnotic sleep, the unconscious will of movers of tables, the unconscious imagination of mediums, and the unconscious memory of hypnotized persons. He believes that many phenomena still regarded as *occult* will in a comparatively short time be included in the catalog of accepted *scientific principles*—including *mental suggestion, direct intercourse of thought, telepathy, premonitions,* etc., etc. He reviews the whole *Occult* field, from Mesmer to Palladino. **Cloth $1.75 net.**

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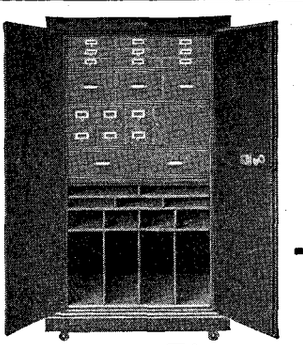

Recent Fires

in fire traps and in fire-proof buildings alike have demonstrated anew the fire-resisting value of

THE SAFE-CABINET

The flames that swept away the municipal building at Zanesville, Ohio, destroyed most of the city records. Those contained in THE SAFE-CABINET which stood in the hottest part of the fire *were uninjured.*

The conflagration that attacked the eighteen story skyscraper of the Union Trust Company in Cincinnati totally wiped out the records of many firms whose offices were gutted of everything burnable. Yet the contents of THE SAFE-CABINET in the very heart of the flames were undamaged.

Write for the story of these fires and for our catalog.

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CURRENT POETRY

"MUCH of our contemporary American verse," according to an editorial writer in the New York *Evening Post*, "attains elevation only at the expense of real emotional warmth and imagination. The drift is indeed toward a purely intellectual exercise of the fancy based rather upon concepts than upon intuitive perceptions." He goes on to say that American verse impresses the reader no less by its coldness than by its intricate subtleties of form. "It is not new themes that we need," he believes, "but the knowledge that the province of poetry marches upon that of prose, that the material for the one, as for the other, lies close at hand, ready for use, and that the surest way to attain heights in either is to pay strict attention to truth and naturalness of expression."

This criticism is not without justification; there are many contemporary poets who mistake intensity for power, rhetorical display for beauty of phrase. But there are exceptions. Here, for instance, is a poem taken from *Poetry, a Magazine of Verse*. Mr. Lindsay always writes with sincerity and vigor. In these lines he shows an enthusiasm which redeems even the most startling expressions from the suspicion of irreverence.

General Booth Enters Heaven

BY NICHOLAS VACHEL LINDSAY

Booth led boldly with his big bass drum.
Are you washed in the blood of the Lamb?
The saints smiled gravely, and they said, "He's come."
Are you washed in the blood of the Lamb?
(Bass drums.)
Walking lepers followed, rank on rank,
Lurching bravos from the ditches dank,
Drabs from the alleyways and drug-fiends pale—
Minds still passion-ridden, soul-powers frail!
Vermin-eaten saints with moldy breath,
Unwashed legions with the ways of death—
Are you washed in the blood of the Lamb?

Every slum had sent its half-a-score
The round world over—Booth had groaned for more.
Every banner that the wide world flies
Bloomed with glory and transcendent dyes.
Big-voiced lasses made their banjos bang!
Tranced, fanatical, they shrieked and sang,
Are you washed in the blood of the Lamb?
(Banjo.)
Hallelujah! It was queer to see
Bull-necked convicts with that land make free!
Loons with bazoos blowing blare, blare, blare—
On, on, upward through the golden air.
Are you washed in the blood of the Lamb?

(Bass drums slower and softer.)
Booth died blind, and still by faith he trod,
Eyes still dazzled by the ways of God.
Booth led boldly and he looked the chief:
Eagle countenance in sharp relief,
Beard a-flying, air of high command
Unabated in that holy land.

(Flutes.)
Jesus came from out the Court-House door,
Stretched his hands above the passing poor.
Booth saw not, but led his queer ones there
Round and round the mighty Court-House square.
Yet in an instant all that blear review
Marched on spotless, clad in raiment new.
The lame were straightened, withered limbs uncurled,
And blind eyes opened on a new sweet world.

Choose Your Car *Now*

NOW is the time to decide what car you are going to buy. The automobile shows brought all of the cars before you. You have had a chance to study them—to compare them point by point.

We do not expect you to buy a Chalmers car simply on our word that it is the best value at the money. You will want to base your decision on a comparison as to quality and prices of all the cars you have seen.

Let Us Prove Chalmers Quality

We believe, however, that Chalmers cars possess qualities that make them the best cars for you to buy. And all we ask is an opportunity to prove to you that the things we say about Chalmers cars are true.

They of course have all the "features" that modern motorists demand—self-starter, electric lights, long stroke motor, demountable rims, four-forward speed transmission, speedometer, power-tire inflater, etc.

How to Judge Motor Cars

But in addition they have certain other ***qualities*** which you should look for in all the cars you consider.

Compare them not only as to comfort, beauty, convenience and mechanical excellence, but also as to the following points:

1. Stability of the company marketing the car.
2. How long have they been in business?
3. Do they manufacture their parts or merely assemble?
4. What do their owners say about the car?
5. Has the car itself merely features or is real quality built into it?
6. Will it command a good price in case you care to sell it two or three seasons hence?

Consider the prices of cars ***only in relation to their quality.*** You can pay too little to make a wise investment. You can also pay too much.

Here are some specific facts showing why it is to your interest to pay the Chalmers price rather than lower prices. These same facts show why it is not necessary to pay more than the Chalmers price to get the maximum in motor car service and comfort:

Chalmers transmission gears are ground to an accuracy of ½ of 1/1000 of an inch, at a cost of $8 more than unground gears. But grinding means quietness, smoothness, long wear.

The Chalmers crank shaft costs $6 more than a crank shaft which "would do." But one fact that we are proud of is that we have never had a case of broken crank shaft.

None Better than Chalmers

We spend an extra $15 on each Chalmers body in order to use the best material and the full flush-sided bell-backed design.

We could "save" $10 per car in top material alone, but the costlier quality tells in longer wear and better looks. Would require a chemical analysis to tell the difference.

We could buy leather for upholstering $12 per car cheaper than we actually pay. We spend this difference to secure a high grade, genuine, long-asting leather.

Compare Chalmers With Others

The Turkish springs in the luxurious Chalmers cushions cost $3.50 per car more than the ordinary spiral springs used in most medium priced cars.

We mention these few items just to show you that we are making no exorbitant claims when we say that Chalmers cars are genuine quality cars at medium prices. We ask you to remember these things in making comparisons.

Our book, "Story of the Chalmers Car," will help you in making your choice. Send for it.

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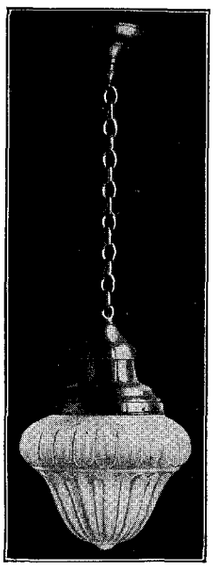

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It has a Fay & Bowen 4-cycle, 4-cylinder engine, with automobile regulation.

If this boat is too fast or too large we have others.

Ask about the 18-mile Boat only 26 ft. long.

You cannot buy anything better; there's nothing better made.

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(Bass drums louder and faster.)
Drabs and vixens in a flash made whole!
Gone was the weasel-head, the snout, the jowl;
Sages and sibyls now, and athletes clean,
Rulers of empires, and of forests green!

(Grand chorus—tambourines—all instruments in full blast.)
The hosts were sandaled and their wings were fire—
Are you washed in the blood of the Lamb?
But their noise played havoc with the angel-choir.
Are you washed in the blood of the Lamb?
Oh, shout Salvation! it was good to see
Kings and princes by the Lamb set free.
The banjos rattled, and the tambourines
Jing-jing-jingled in the hands of queens!

(Reverently sung—no instruments.)
And when Booth halted by the curb for prayer
He saw his Master through the flag-filled air.
Christ came gently with a robe and crown
For Booth the soldier while the throng knelt down.
He saw King Jesus—they were face to face,
And he knelt a-weeping in that holy place.
Are you washed in the blood of the Lamb?

In Miss Masterman's "Poems" (John Lane), is the following briefly told tragedy. The rhythm imitates admirably the beat of a horse's hoofs.

Riding Song

By Lucy Masterman

As I was riding through the wood, a-riding in the rain,
Within the dripping hawthorn brake a bird began to sing;
But could not call my thoughts from her I once besought in vain;
Long, long ago in the spring.

As I was riding through the dark, a-riding in the west,
I saw the roses by the gate ungathered in the moon,
Here it was she answered me, with roses in her breast;
Long, long ago in the noon.

As I was riding by the church, a-riding by the wall,
"Surely," I said, "the strife is done," 'twas long ago she died.
I could not find her grave to bless among the grasses tall!
Still, from the dead, am I denied!

The third stanza of this poem (from *Harper's Weekly*) is weak, but on the whole Mr. Willcox succeeds admirably in expressing the vague melancholy of the mood he describes.

Ghosts

By Westmore Willcox, Jr.

O midnight wind that shakes my window-pane,
And bids me lie so late awake,
Rushing with quick, light feet along the lane,
To-night what spirit must you take
Over your course across the hills again?
Tell me, wild wind and wilder driving rain!

What pale, forgotten hands do I behold—
'Tis but the storm-worn wind that moves—
That with a lost, familiar touch the fold
Of draperies change? Some ghost that loves
The things of earth; whose hands unseen and cold
Taint with a clinging scent of damp grave-mold.

Is that the cry of some lost, wild night-bird,
Clutched in the wind that follows after?
Or wail of one who hell to heaven preferred,
Or yet the echo of malicious laughter?
'Tis but the fantasy of memory stirred.
Strange! How like a voice long since unheard!

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PERSONAL GLIMPSES

MACK'S GREAT EXPECTATIONS

CONNIE MACK, hitherto about the least talkative manager in either of the big leagues, is now predicting that the Athletics will win the 1913 American League pennant. The tall tutor of the Athletics thinks his line-up will be even stronger than the string which won world's championships in 1910 and 1911. A good many hundred thousand fans picked the Athletics to win the pennant last season, but they did not, and Mack believes he knows why. And he is sure that by strengthening the weak spots he can outclass the Boston Red Sox, Washington, or any other first-class team. The drink habit is suspected of having figured in the weakening of the team last season, and Mack is determined that all his men shall keep sober this year. His hopes, his plans, and his prospects are the subject of an article written by James C. Isaminger, sporting editor of the Philadelphia *North American*, for the Chicago *Post*, from which we quote:

Connie points the loss of the championship of 1912 to defects in the pitching staff, the breakdown of his outfield, and the injuries to Dan Murphy and Jack Barry.

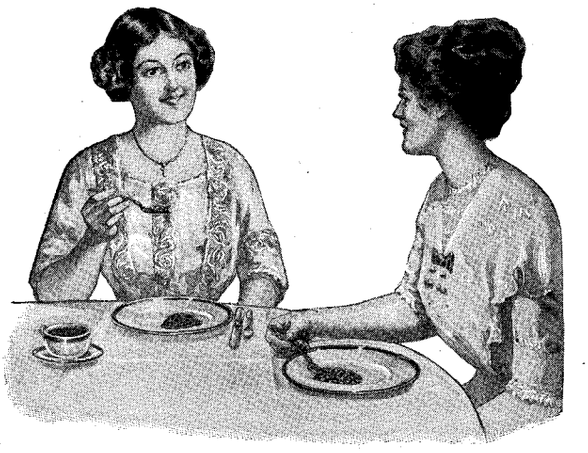
It will be recalled that Murphy, the best man of the outfield, cracked his knee-cap sliding into the plate at Mr. Comiskey's palatial park in June of the 1912 brush. Murphy was out for the rest of the season. Barry, too, was hurt, and when the Athletics returned to Philadelphia after this ill-starred tour, they were forced to play Boston in a five-game series that was the turning point of the race. Without Murphy and Barry the Mack men lost the series to the Red Sox, altho the scores of the games were very close.

As two of the defeats can be blamed on the defensive transgressions of Derrick, Barry's substitute, and as Murphy's batting might have turned the tide in any of the close games, it is easy to see how much their services were missed.

The injury to Murphy broke up the outfield for the rest of the season, and the Athletics in a way were fortunate to finish as high as third place under the circumstances. They certainly deserved no higher position.

The pitching staff was irreparably damaged by the slump of Cy Morgan and Harry Krause. Morgan and Krause, while by no means the stars that some of the other Mack pitchers were, served a very useful purpose on the team. They could beat all the second-division clubs, so that Mack was able to save Coombs, Bender, and Plank for the hard opponents.

When Morgan and Krause couldn't win games, Mack, to save himself, had to use some of his untried youngsters and also assign heavier burdens to his star curvers. This completely broke up his pitching plans for the year, and he didn't have the reserve pitchers to meet the emergency. Mack dismissed Krause first and Morgan next. He saw the penmanship on the wall and let games slide away in order to develop men for the 1913 campaign.



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57 Varieties

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Mack has mended the chinks in his outfield and buttressed his pitching staff. He says that for the first time in Athletic history he has an outfield which has his complete confidence. It has both quantity and quality.

Connie says he will start the season with Oldring in left, Strunk in center, and Eddie Murphy in right. The last-named came from Baltimore near the end of the season and at once made good. In thirty-three box scores he pelted the pill for an average of .317. The younger Murphy is a speed merchant and a fine run-getter, and as sharp as a fox on the paths. He looked to be the best man at the top of an Athletic batting order since the days when Hartsel was good.

For the first time since he joined the Athletics Strunk received a thorough trial. As a defensive center-fielder he is easily in the Cobb and Milan class. In hitting he showed much improvement last year, an average of .280 in 120 games, being mighty good for a man rated as a weakling with the stick. Mack is certain that Strunk will continue to improve this year and work himself into the .300 class. Strunk is very young, for only last month he celebrated his twenty-third birthday.

Rube Oldring has first call for left field, because he has promised to behave. Oldring hurt the team's chances by violating club training rules last year. With all his breaks, he managed to hit in the .300 class. Oldring has always been a breaker-up of games, and will fit in left field fine if he watches cases.

This does not, however, exhaust Mack's outfield. Jimmy Walsh, who was E. Murphy's mate in Baltimore, is a hard hitter, and then there is Daley, a Pacific coast sensation, who batted .332 in 174 games for Los Angeles. Jake Stahl, manager of the Red Sox, likes Daley's looks and predicts that he will make good with the Athletics. Dan Murphy, the captain of the team, has a knee that will not permit him to play all the time, and will be used as a pinch hitter and coach-line representative. Stevenson, a University of Minnesota man, is another outfield prospect.

When the pitching staff weakened last year Mack gave Brown and Houck, right-handers, and Pennock, left-hander, much work. They lost games by their inexperience, but this kind of baptism made pitchers out of them, and they can be rated among the 1912 finds of the American League. We read on:

These three youths will be used frequently this year. Of course, Coombs, Bender, and Plank will have the call. Plank, the left-hander, who won't wear out, had one of the best seasons of his career in 1912, and it is expected that he will be just as good in 1913. Plank lasts because of his good habits. He spends the off-season hunting and doing farm work. Absinthe frappés, musical comedy stage-doors and white lights are something for eign to this hardy yeoman, who at the age of thirty-eight is still in his prime. Mack calls him the Cy Young of left-handers.

Chief Bender didn't do exactly what was right last year, for he did not concentrate

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his mind on baseball. He was virtually suspended at the end of the season, along with Oldring, but in October Mack took him in hand and administered a stern lecture that caused the Chippewa to reflect. He has completely mended, for he has *spent the winter doing nothing* except scour the woods for game, and when he isn't hunting he is shooting at the traps. Bender is one of the best shots in the game.

As Coombs is a wonder, year in and year out, just like the Walshes, Johnsons, and Mathewsons, the fans don't worry at all about him. Coombs is another Plank for keeping in condition, and is expected to pitch as good, or better, ball as at any time in his career.

Mack's pitching recruits hardly look formidable. Most are without minor league experience, but were picked from small colleges and schools or small teams. One exception is Ensign Cottrell of Syracuse University, who won fame in the New York State League last season.

There is only one change in the catching staff. Schang, the Buffalo receiver, is the new one with the string. Schang is Mack's "hat" prize. Several clubs wanted him in the draft, and the national commission had to resort to the hat. Mack was the best gambler and obtained this catcher, who is pronounced by many International League sharps to be a sure fixture on the team. Ira Thomas will continue to be dean of the Mack men, with hard-hitting Jack Lapp and swift-throwing Ben Egan the other members.

Connie is worrying as much about his infield as J. Pierpont Morgan is worrying about his next meal. He won't touch his $100,000 quartet, said by many to be the greatest inner-works four in baseball. Here is the way they hit in 1912: Collins, second base, .348; Baker, third base, .347; McInnis, first base, .327; Barry, shortstop, .261.

Besides their heavy hitting and great run-getting ability, the four shine with the topnotchers on defense. Not one of the four has a weakness in batting, base-running, fielding, and generalship. They are four of the sharpest men in baseball; all are far under the thirty-year mark, and will last for years, barring accidents. They work together like a finely constructed machine, and use their heads as well as arms and legs. They represent almost 50 per cent. of the strength of the team.

Up to date, Mack has announced only one reserve infielder. He is Harry Fritz, an ex-high-school boy who did good work with the Wilmington Tri-State team last season. Mack is sure to do his usual stunt of taking a lot of unannounced school youths South, who are not signed to contracts. Mack never makes this fact known until train-time. He did say that a college infielder of ability would join the Athletics in June. His name is not known.

The Athletics train in San Antonio, Texas, again, but it is their last visit to Texas, as they have signed a five-year contract to train in Jacksonville, Fla., starting in 1914. The Mack-men leave for San Antonio on Feb. 24. The team will be split in two on the return North, the Athletic regulars returning here March 31, to start the interleague series with the Phillies.

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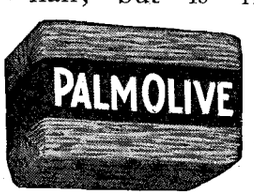

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SHANK'S PILGRIMAGE

WHEN the panic of 1893 clogged the machinery of business in the nation's literary capital, Lew Shank threw up his job as stove polisher in a tinware and furniture store and, with a youthful friend, bade Indiana good-by and turned his face westward. At that time he was not even dreaming of being Mayor of Indianapolis, and conducting spectacular crusades against the high cost of living; and nobody who happened to see him then would have predicted his political distinction, for his prospects certainly did not look promising. The two young men started on a trip to Kansas in an old spring wagon drawn by an aged roan mare They had $7.50 in cash, a piece of bacon, a dozen cans of baked beans, and a cracked frying-pan. Mayor Shank confesses that they "annexed" a chicken or two now and then. In Southwestern Missouri they traded the mare for a mule. All this we are told in the Cincinnati *Enquirer*, by James B. Morrow, who continues by quoting Mayor Shank himself on what followed:

We almost starved to death when we got among the flint hills of Kansas. Sometimes we found an unguarded stack of stunted oats, and commandeered a load of sheaves, piling them and tying them on the wagon and riding on top. We hadn't a cent. On the road we met a man from Texas, and after a long negotiation, sold him two sheaves for $1. Thus financed, we bore on—speed, 13 miles a day—toward Oxford.

We met up with some gypsies camped on the bank of a river. They brought out an amazingly tall horse and dared us to trade. I was suspicious about the horse, but I was dead sure he couldn't be any worse than the mule. So the exchange was made and we drove away. There was a steep hill on the other side of the river. When we hit the bottom we heard the gypsies halloa with merriment. "This horse," I said to my partner, "is a balker." But he marched right along, being glad, I guess, to get out of bad company, and at the top of the hill was the house of my cousin.

The horse was put into a field. That night he broke down the fence of a neighbor and tore a lot of fodder all to pieces. He was a destructive beast, and what he wouldn't eat he tramped into the ground and scratched earth on it like a dog covering a bone. Naturally the neighbor was mad. He came roaring at the door early in the morning. Well, I went into conference with him on the front steps. By 7 o'clock I had agreed to give him the horse, harness, and wagon and accept two calves. I sold the calves for $10. Again I was a capitalist.

Everybody was getting ready for the land rush onto the Cherokee Strip in Northern Oklahoma. My cousin and I headed in that direction. The prairies were black with people, afoot, on horseback and in buggies. A soldier fired a gun and we all started toward what was later to be the village of Round Pond. Every one of us wanted a corner lot in the business sec-

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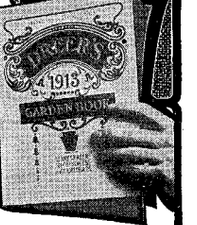

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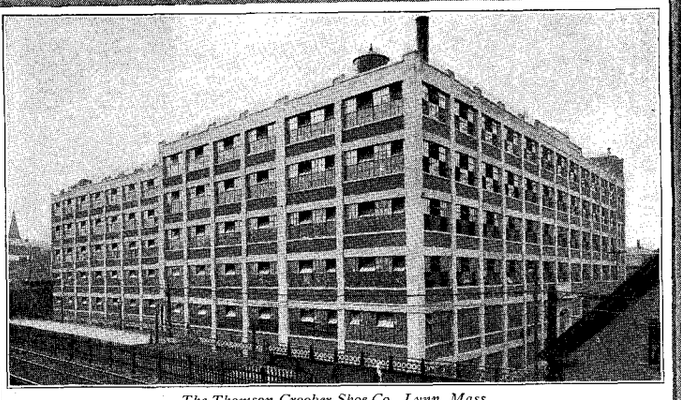
tion. About a million of us squatted on the same lot. There was no water, the sun was hot as fire, and sand filled our eyes and got gritty between our teeth. It was fierce. Presently a man came along with a shovel. He dug four feet into the earth and struck alkali water, which he sold for five cents a cup. After drinking one cup a man wanted a whole ocean.

Sitting on the ground, waiting for the Land Commissioner, half smothered and dying of thirst, didn't suit my temperament and I took a stroll. I found that we were all outside the town limits, and so my cousin and I went in and squatted on another lot. But others were ahead of us. My cousin bought a lot for $75, started a restaurant, and was elected to a village office. I husked corn after my return to Kansas, got railroad fare, and departed for Indianapolis.

ERRANDS OF MERCY THAT FAILED

BRAND WHITLOCK, the author-mayor of Toledo, was Springfield correspondent for a Chicago newspaper during the stormy administration of Governor John P. Altgeld, and was in a position to observe some incidents which the enemies of the radical executive did not take the trouble to tell about. Altgeld was accused of condoning lawlessness, and one of the acts which gave his critics an opportunity to hold him up to public scorn was the pardoning of the anarchists. The opposition newspapers gave a great many people the impression that Altgeld had pardoned most of the prisoners in the penitentiary, when as a matter of fact he had pardoned no more, proportionately, at least, than his predecessors. Tho he doubtless believed he was serving the people as best he could, Governor Altgeld was sensitive to criticism, probably far too much so for his own peace of mind, as is illustrated by a story told by Mr. Whitlock in *The American Magazine*. The author and Clarence S. Darrow tried to save the life of Prendergast, the assassin of Carter Harrison, which is another incident in the story. To begin at the beginning:

A few weeks after the pardons had been issued to the anarchists, George Brennan of Braidwood, then a clerk in the State House, told me a moving story of a young man of his acquaintance, who was then confined in the penitentiary at Joliet. The young man was dying of tuberculosis, and his mother, having no other hope than that he might be released to die at home, had made her appeal to Brennan, and he had seen to the filing of an application in due form, and now he asked me if I would not call the Governor's attention to it. I got out the great blue envelope containing the thin papers in the case—they were as few as the young man's friends—and took them over to the Governor, but no sooner had I laid them on his desk and made the first hesitating and tentative approach to the subject, than I divined the moment to be wholly inauspicious.



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A timely, new, and tersely descriptive List of Important Books for Physicians, with prices, is now ready, and will be mailed to any doctor sending us his professional card or envelope—no obligation.

These medical books (with a few exceptions) are *not* included in the regular FUNK & WAGNALLS COMPANY CATALOG OF PUBLICATIONS. Many are very recent; others, revisions of standard authorities; *all* are valuable and truly reflect *current* medical thought, method and opinion.

Read the titles in the right-hand column, Doctor. These may suggest to you some important investigations. You might even find here a work—or perhaps more than one—for which you have long *unconsciously searched*—works which would round out your experience in some special fields. These modern books are useful alike to the *general practitioner* and the *specialist*.

All the works named here, and many more, are described in **our new Medical Catalog.** Write for it before you forget.

PARTIAL LIST OF TITLES:

Bland-Sutton: *"Tumors, Innocent and Malignant."* **Bosanquet:** *"Serums, Vaccines and Toxines in Treatment and Diagnosis."* **Bramwell:** *"Hypnotism and Treatment by Suggestion."* **Cohn:** *"Electro-Diagnosis and Electro-Therapeutics."* **Gould:** *"Elements of Surgical Diagnosis."* **Hutchinson:** *"Syphilis."* **Morris and Dore:** *"Light and X-Ray Treatment of Skin Diseases."* **Rosenbach:** *"Physician vs. Bacteriologist."* **Schmitt:** *"A Brief of Necroscopy and its Medico-Legal Relation."* **Shaw:** *"Organotherapy."* **Treves:** *"Students' Handbook of Surgical Operations."* **Wickham and Degrais:** *"Radiumtherapy."* **Yeo:** *"The Therapeutics of Mineral Springs and Climates."*

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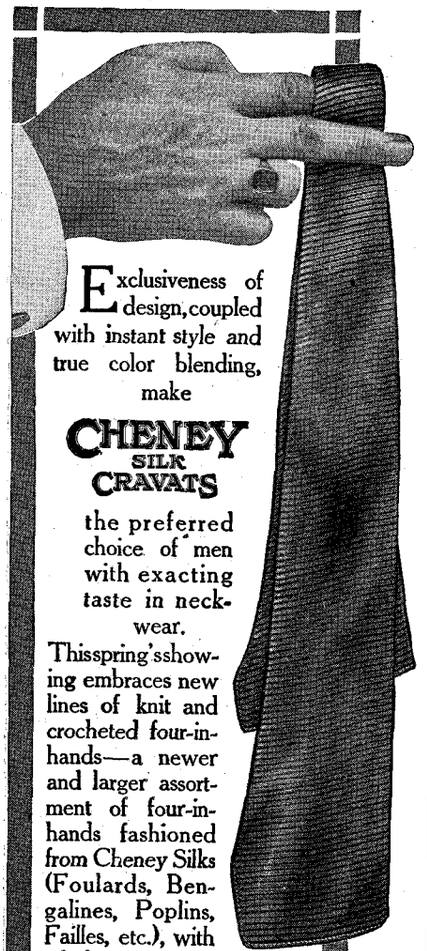

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The Governor did not even look at the papers, he did not even touch the big blue linen envelop, but shook his head and said:

"No, no, I will not pardon any more. The people are opposed to it; they do not believe in mercy; they love revenge; they want the prisoners punished to the bitterest extremity."

I did not then know how right he was in his cynical generalization, tho I did know that his decision was so far from his own heart that it was no decision at all, but merely the natural human reaction against all the venom that had been voided upon him, and I went away then, and told Brennan that we must wait until the Governor was in another mood.

Three or four days afterward I met the Governor one morning as he was passing through the rotunda of the State House, his head bent in habitual abstraction, and seeing me, in what seemed always some subconscious way, he stept and said:

"Oh, by the way: that pardon case you spoke of the other morning—I was somewhat hasty, I fear, and out of humor. If you'll get the papers I'll see what can be done."

I knew, of course, what could be done, and knew then that it would be done, and I made haste to get the papers, which had been kept on my desk awaiting that propitious season which I had the faith to feel would come sooner or later, tho I had not expected it to come quite so soon as that. I already anticipated the gladness that would light up Brennan's good Irish face when I handed him the pardon for his friend, and I could dramatize the scene in that miner's cottage in Braidwood when the pardoned boy flew to his mother's arms. I intended to say nothing then to Brennan, however, but to wait until the pardon, signed and sealed, could be delivered into his hands, but as I was going across the hall to the Governor's chambers I encountered Brennan, and then, of course, could not hold back the good news. And so I told him, looking into his blue eyes to behold the first ripple of the smile I expected to see spread over his face; but there was no smile. He regarded me quite soberly, shook his head, and said:

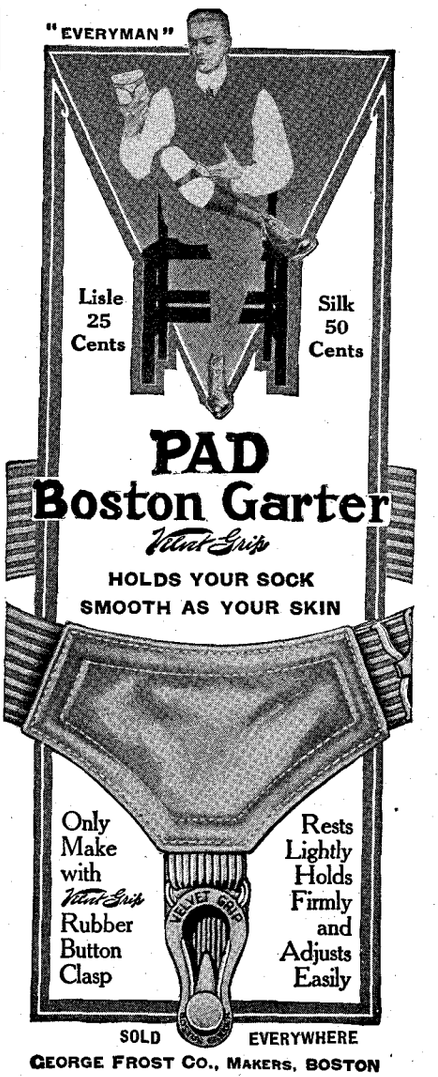
"It's too late now."

And he drew from his pocket a telegram, and, without any need to read it, said:

"He died last night."

I took the papers back and had them filed away among those cases that had been finally disposed of, tho that formality could not dispose of the case for me. The Governor was waiting for the papers, and at last when the morning had almost worn away I went over to his chambers to add another burden to that heavy load which I had thought it was to be my lot that day to see lightened in the doing of an act of grace and pity. I told him as he sat alone at his desk, and the shade of sorrow deepened a moment on his pale face; but he said nothing, and I was glad to go.

Another appeal for executive clemency was when Mr. Whitlock took a hand himself, and found a very able helper in Clarence S. Darrow, the Chicago lawyer, who has since been a conspicuous figure in the trials of labor leaders accused of violence.



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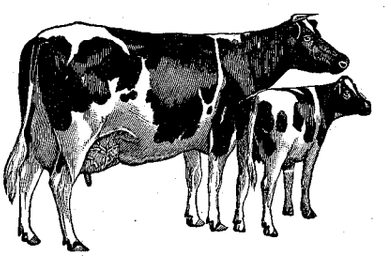

HOLSTEIN-FRIESIAN ASSOCIATION
22 L American Building, Brattleboro, Vt.

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Eugene Prendergast, a half-crazed boy, had assassinated Carter Harrison, Mayor of Chicago and father of the present Mayor of that city, and had been condemned to death. Two or three days before the execution was to take place Whitlock received a telegram from Finley Peter Dunne and other newspaper friends asking him to urge the Governor, or the Acting Governor as it happened at that time to be, to commute the sentence to imprisonment for life. We read on:

The boy, so the telegram said, was clearly insane, and had been at the time of his crazy and desperate deed; his case had not been presented with the skill that might have saved him, or at least might have saved another in such a plight; there had been the customary hue and cry, the most cherished process of the English law, "and," Dunne concluded, "do get Joe Gill to let him off."

Joe Gill was Joseph B. Gill, the young Lieutenant-Governor of the State, and because Altgeld was just then out of the State he was on the bridge as Acting Governor. Gill had been one of the Immortal 101, and as a Representative had made a record in support of certain humane labor measures in behalf of the miners of the State. The newspaper correspondents had had pleasure in celebrating him and his work in their dispatches, and because of his popularity among the miners, to say nothing of his popularity among the newspaper men, he had been nominated for Lieutenant-Governor on the ticket with Altgeld. There was in our relations a *camaraderie* which put any thought of presumption out of the question; besides, I was always so much opposed to the killing of human beings, especially to that peculiarly horrible form of killing which the State deliberately and in cold blood commits under the euphemism of "capital punishment," that I was always ready to ask any Governor to commute a sentence of death that had been pronounced against anybody; so that it seemed a simple matter to ask Joe Gill, himself the heart of kindness, to save the life of this boy whose soul had wandered so desperately astray in the clouds which darkened it.

Early the next morning—the telegrams had come at night—I went over to the Governor's office, and the Governor's private secretary told me that Lieutenant-Governor Gill had not yet appeared, and as a good secretary, anxious to protect his chief, he asked:

"What do you want to see him about?"

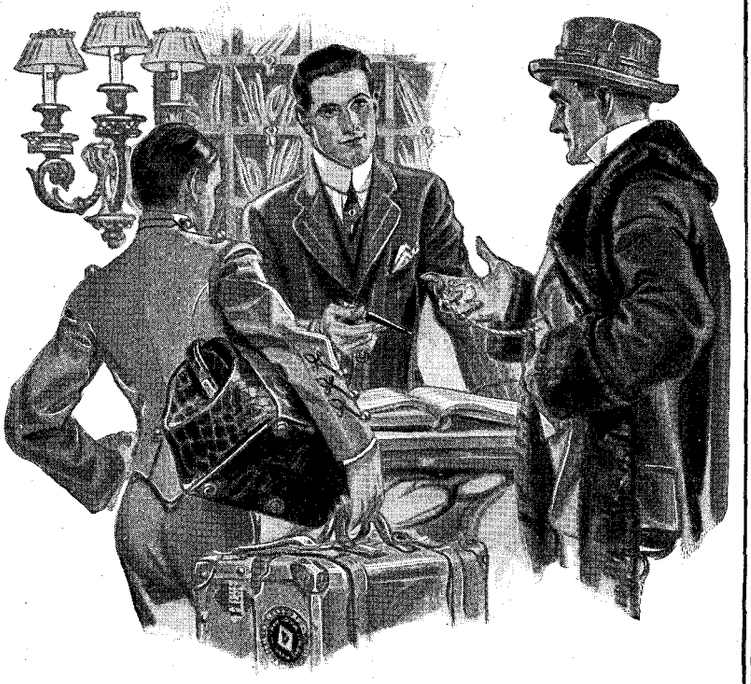
"This Prendergast they're going to hang in Chicago next Friday."

At this a man sitting in the room near the secretary's desk looked up with a sudden access of intense interest; and, starting from his chair and transfixing me with a sharp glance, he asked:

"What interest have you in the Prendergast case?"

"None," I said, "except that I don't want to have him, nor anybody, hanged."

On the man's face, tired, with the expression of world-weariness life gives to the countenance behind which there has been too much serious contemplation of life, a face that seemed prematurely



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wrinkled, there suddenly appeared a smile as winning as a woman's, and he said in a voice that had the timbre of human sympathy and the humor of a peculiar drawl:

"Well, you're all right, then."

It thereupon occurred to the Governor's secretary to introduce us, and so I made the acquaintance of Clarence Darrow. He had taken it upon himself to neglect his duties as the attorney of some of the railroads and other large corporations in Chicago long enough to come down to Springfield on his own initiative and responsibility to plead with the Governor for this lad's life (he was always going on some such Quixotic errand of mercy for the poor and the friendless), and we retired to the Governor's antechamber to await the coming of Gill. We talked for awhile about the Prendergast case, which might have had more sympathetic consideration had it not persisted as the Carter Harrison case in the mind of that public, which when its latent spirit of vengeance is aroused can so easily become the mob, but it was not long until I discovered that Darrow had read books other than those of the law, and for an hour we talked of Hardy, and of Tolstoy, and the other great Russians, and of Mr. Howells, to enumerate no more of the long catalog of those realists whom we liked in common, and when I discovered that he actually *knew* Mr. Howells, knew him *personally*, as the saying is, I could feel that poor Prendergast, tho I had never seen him in my life, or scarcely ever thought of him until the night before, had done me one service at least, and it made me all the more anxious to save him.

When Joe Gill's tall Egyptian form came swinging into the room our talk of books was interrupted long enough to arrange for a hearing that afternoon, and then we resumed our talk, and it endured through luncheon and after, and I left him only long enough to have a conversation with Gill and to ask him as a sort of personal favor to an old friend to spare the boy's life.

At two o'clock the hearing was called. The reporters and the Governor's secretary and George Brennan and I made the audience, and Gill sat up erectly in the Governor's chair to hear the appeal. Darrow asked me the proper address for a Governor, and I said since this was the Lieutenant-Governor I thought "Your Excellency" would be propitiative, and Darrow made one of those eloquent appeals for mercy of which he is the complete master. It moved us all, but the Lieutenant-Governor gathered himself together and refused it, and Darrow went back to Chicago to unfold those legal technicalities which make our law so superior to other forms in that they can stay the hand of its vengeance. He did not succeed in the end, and the boy was hanged, and murder has gone on in Chicago since, I understand, the same as before.

Brotherly.—Florence, who was an ardent admirer of her own vocal qualities, had been selected to sing a solo at a church entertainment.

The following morning at the breakfast-table she remarked to her younger brother:

"Well, I never thought my voice would fill that large hall."

"Neither did I," answered her brother unfeelingly. "I thought it would empty it."—*Lippincott's.*

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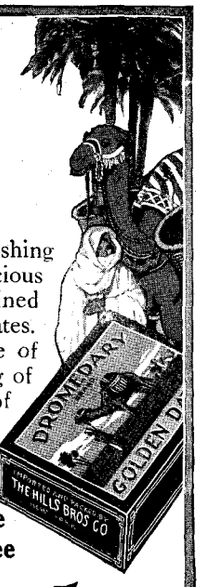

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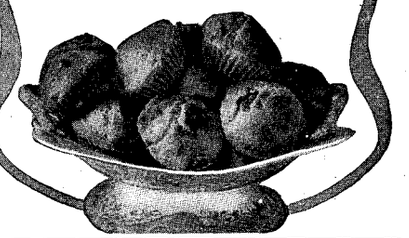

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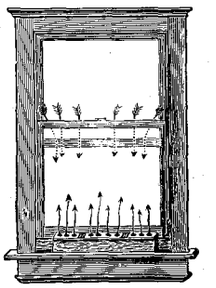

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